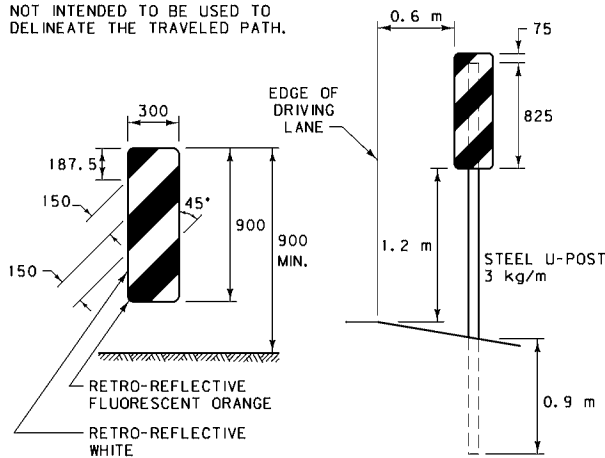


NOTES:

- ① RAIL STRIPES ARE 150 mm IN WIDTH FOR BARRICADES 0.9 m OR GREATER IN LENGTH. FOR BARRICADES LESS THAN 0.9 m IN LENGTH, 100 mm STRIPES MAY BE USED.
- ② THE PREDOMINANT COLOR FOR OTHER BARRICADE COMPONENTS IS WHITE, BUT UNPAINTED GALVANIZED METAL OR ALUMINUM COMPONENTS MAY BE USED.
- ③ WHERE B(III) BARRICADES ARE TO FACE TRAFFIC FROM TWO DIRECTIONS, STRIPING ON BOTH THE FRONT AND REAR SIDES IS REQUIRED.
- ④ USE MATERIALS FOR BARRICADE FRAMEWORK AND ASSEMBLY, INCLUDING ANY SIGNS AND MEANS OF ATTACHMENT, THAT MEET THE REQUIREMENTS FOR NCHRP 350 FOR WORK ZONE DEVICES.
- ⑤ USE SANDBAGS OF SUFFICIENT WEIGHT TO HOLD THE BARRICADES IN PLACE. WATERPROOF SANDBAGS DURING PERIODS OF FREEZING WEATHER.

PORTABLE BARRICADES

- ① USE VERTICAL PANELS TO DELINEATE ROADSIDE CONSTRUCTIONS OF THE CLEAR ZONE. VERTICAL PANELS ARE NOT INTENDED TO BE USED TO DELINEATE THE TRAVELED PATH.

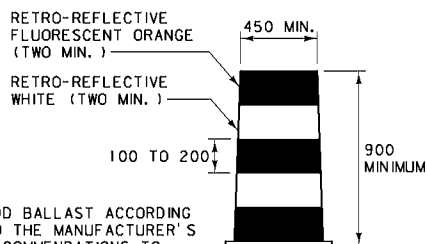


PORTABLE

POST MOUNTED

VERTICAL PANEL

(VP-1R SHOWN. REVERSE FOR VP-1L.)



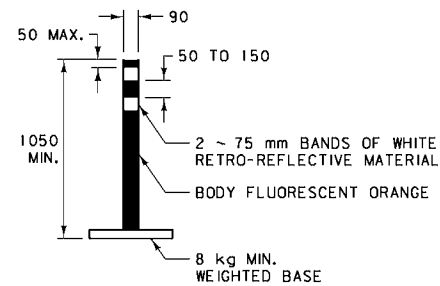
ADD BALLAST ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS TO HOLD THE DRUM IN PLACE.

DRUMS HAVE CLOSED TOPS.

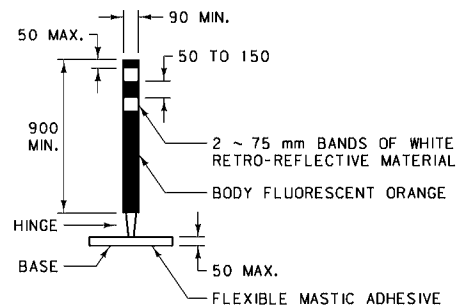
PLASTIC DRUM

NOTES:

- ⑥ BARRICADES OR VERTICAL PANELS DESIGNATED "R" ARE PLACED TO THE RIGHT SIDE OF APPROACHING TRAFFIC. THOSE DESIGNATED "L" ARE PLACED TO THE LEFT SIDE.
- ⑦ SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 6 FOR ADDITIONAL INFORMATION.
- ⑧ USE ASTM TYPE III REFLECTIVE SHEETING ON ALL BARRICADES AND CHANNELIZING DEVICES.



FLEXIBLE GUIDE POST

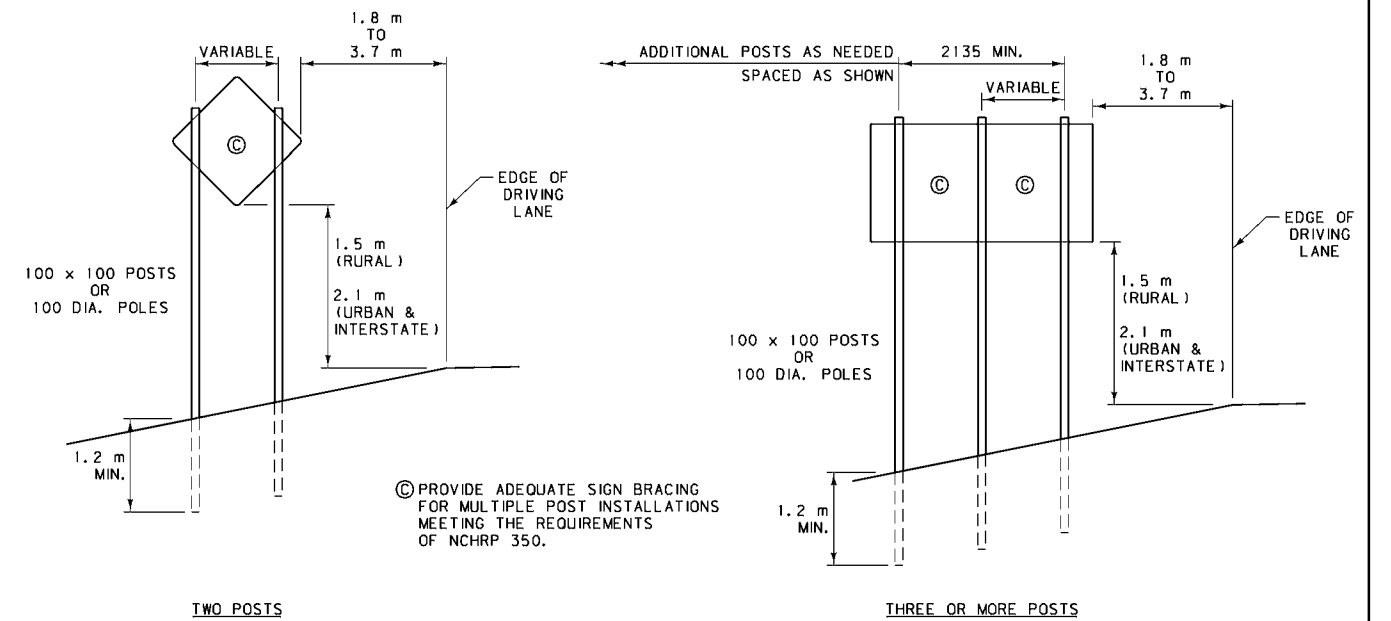
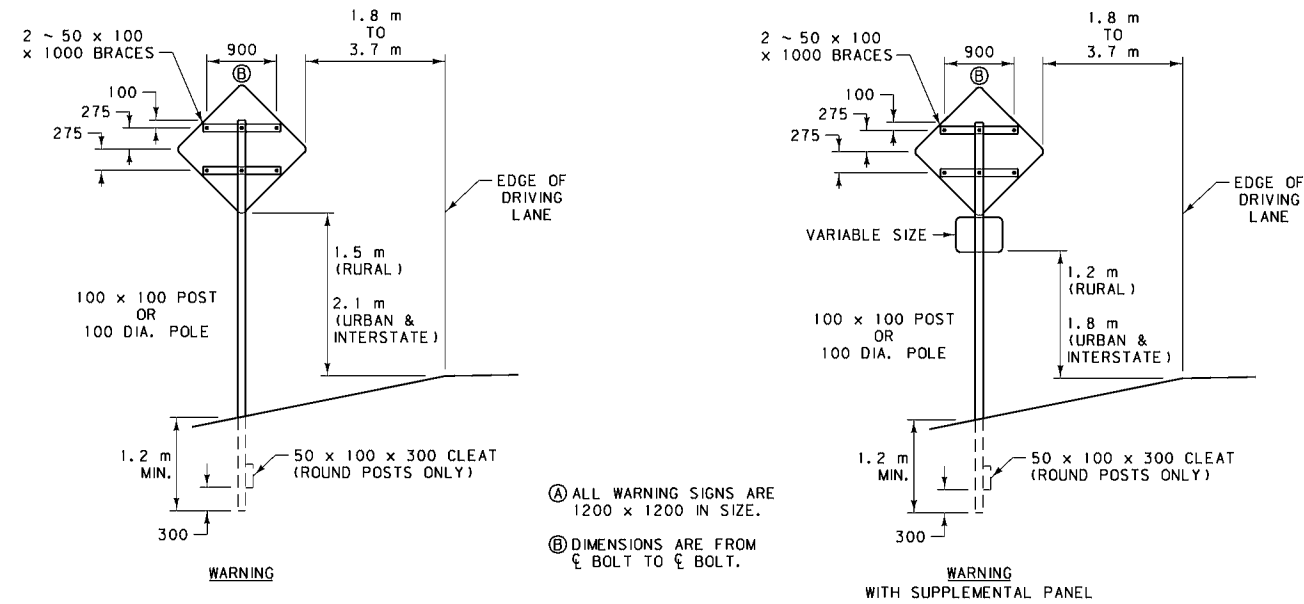


HINGED FLEXIBLE GUIDE POST

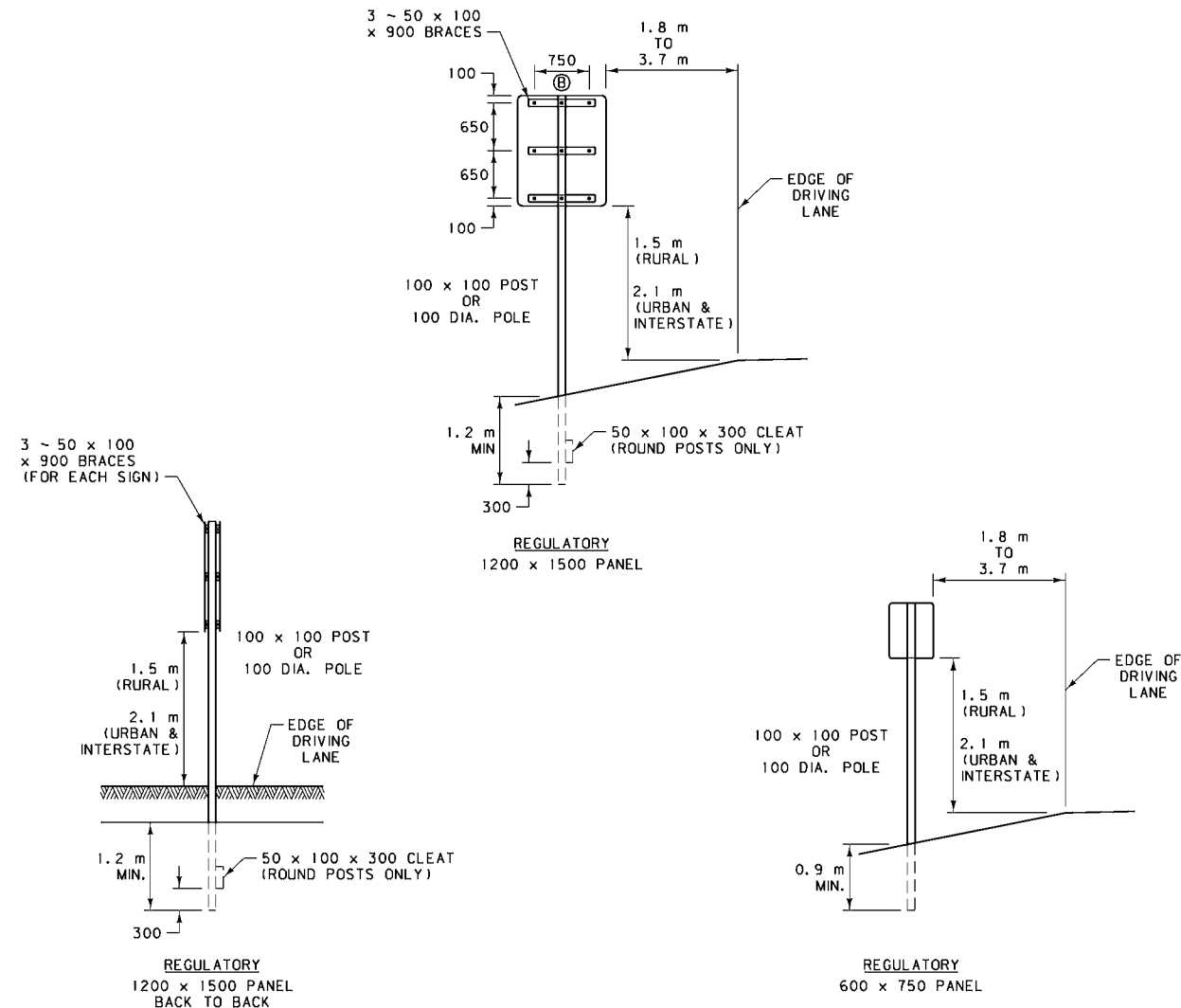
(SELF RIGHTING AFTER IMPACT)

ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

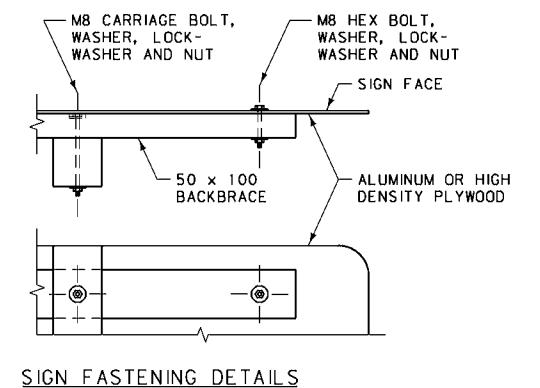
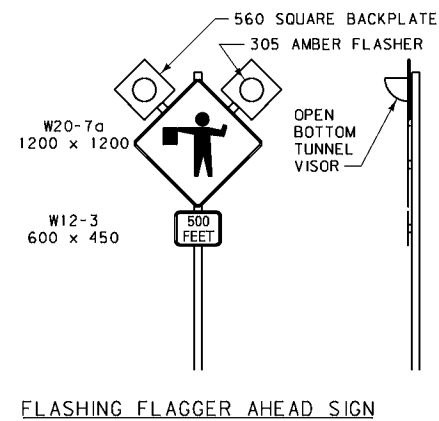
DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-00
BARRICADES AND CHANNELIZING DEVICES	
EFFECTIVE: JANUARY 2004	
MONTANA DEPARTMENT OF TRANSPORTATION	MONTANA CADD



TYPICAL MULTIPLE POST INSTALLATIONS
(FOR CONSTRUCTION SIGNING ONLY)



TYPICAL SIGN MOUNTINGS
(FOR CONSTRUCTION SIGNING ONLY)

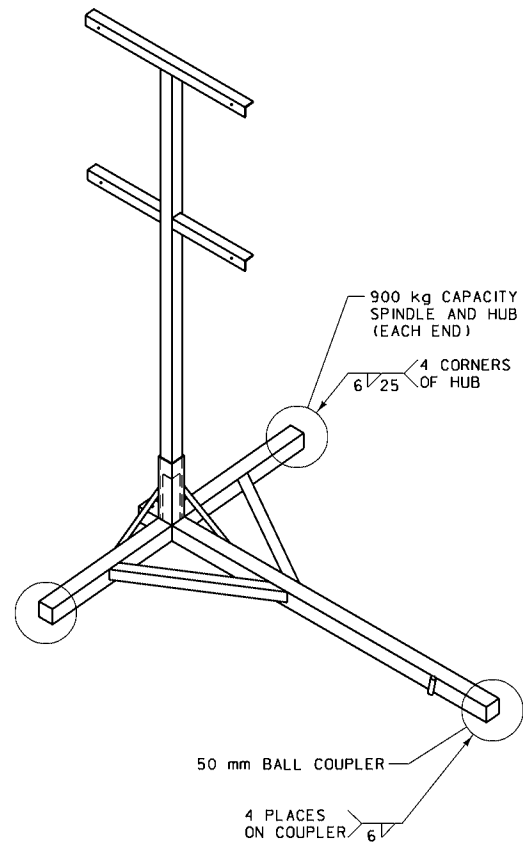


NOTES:

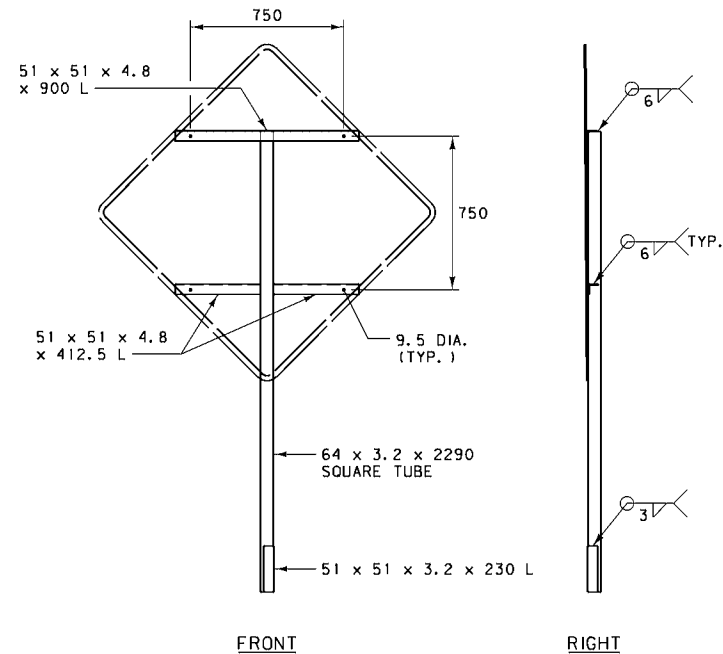
- FURNISH AND INSTALL POSTS OR POLES MEETING NCHRP 350 REQUIREMENTS.
- FURNISH POST OR POLE LENGTHS TO ACCOMMODATE THE FOUNDATION DEPTH, THE MOUNTING HEIGHT AND THE MOUNTINGS.
- BACKFILL FOUNDATION HOLES IN 205 mm LIFTS, THOROUGHLY TAMPING EACH LIFT.
- IN HIGH WIND AREAS INSTALL LARGER POSTS OR POLES COMPLYING WITH THE FOUNDATION AND BREAKAWAY REQUIREMENTS OF DTL. DWG. 619-20. THE MINIMUM POST SPACING FOR MULTIPLE POSTS LARGER THAN 100 mm IS 2135 mm.
- VERTICAL ALIGNMENT OF SIGNS IS TO BE WITHIN 5° OF PLUMB (85 mm IN 1000 mm).
- USE THE URBAN MOUNTING HEIGHTS IN BUSINESS, COMMERCIAL, AND RESIDENTIAL DISTRICTS WHERE PARKING AND/OR PEDESTRIAN MOVEMENT IS LIKELY TO OCCUR, OR WHERE THERE ARE OTHER OBSTRUCTIONS TO VIEW. URBAN MOUNTING HEIGHTS MAY ALSO BE USED IN RURAL AREAS FOR INCREASED VISIBILITY.

ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-01
SECTION 618	
CONSTRUCTION SIGN DETAILS	
EFFECTIVE: JANUARY 2004	

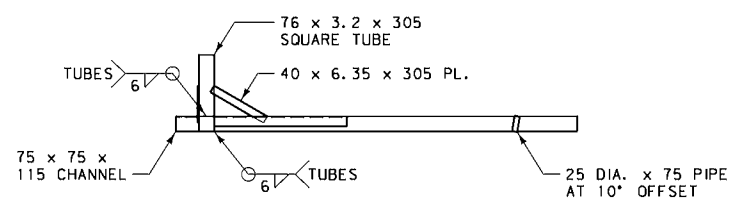


- NOTES:
- ① THE MAXIMUM WEIGHT OF THE ASSEMBLY IS 115 kg.
 - ② USE A 355 mm WHEEL AND TIRE.
 - ③ AUTOMOTIVE AND EQUIPMENT AXLE ASSEMBLIES MAY NOT BE USED FOR TRAILER-MOUNTED SIGN SUPPORTS.
 - ④ OTHER NCHRP 350 CRASH TESTED ASSEMBLIES ARE ACCEPTABLE.

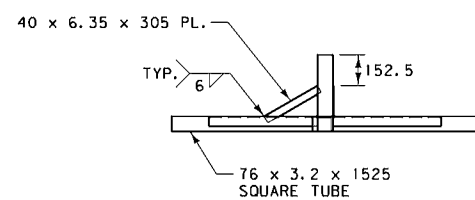


FRONT RIGHT

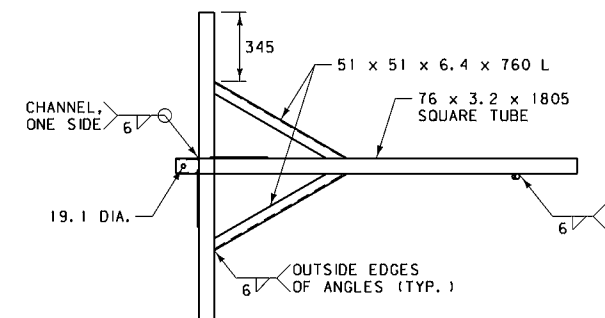
SIGN SUPPORT



FRONT





RIGHT

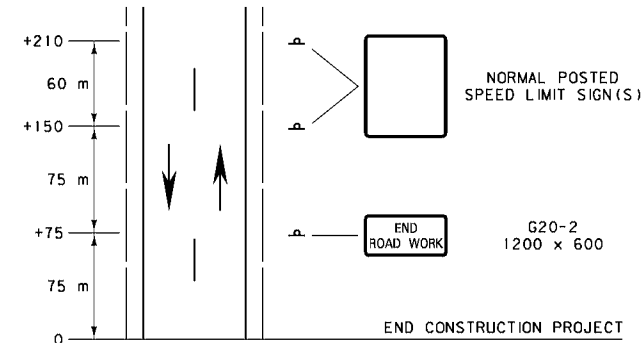


TOP

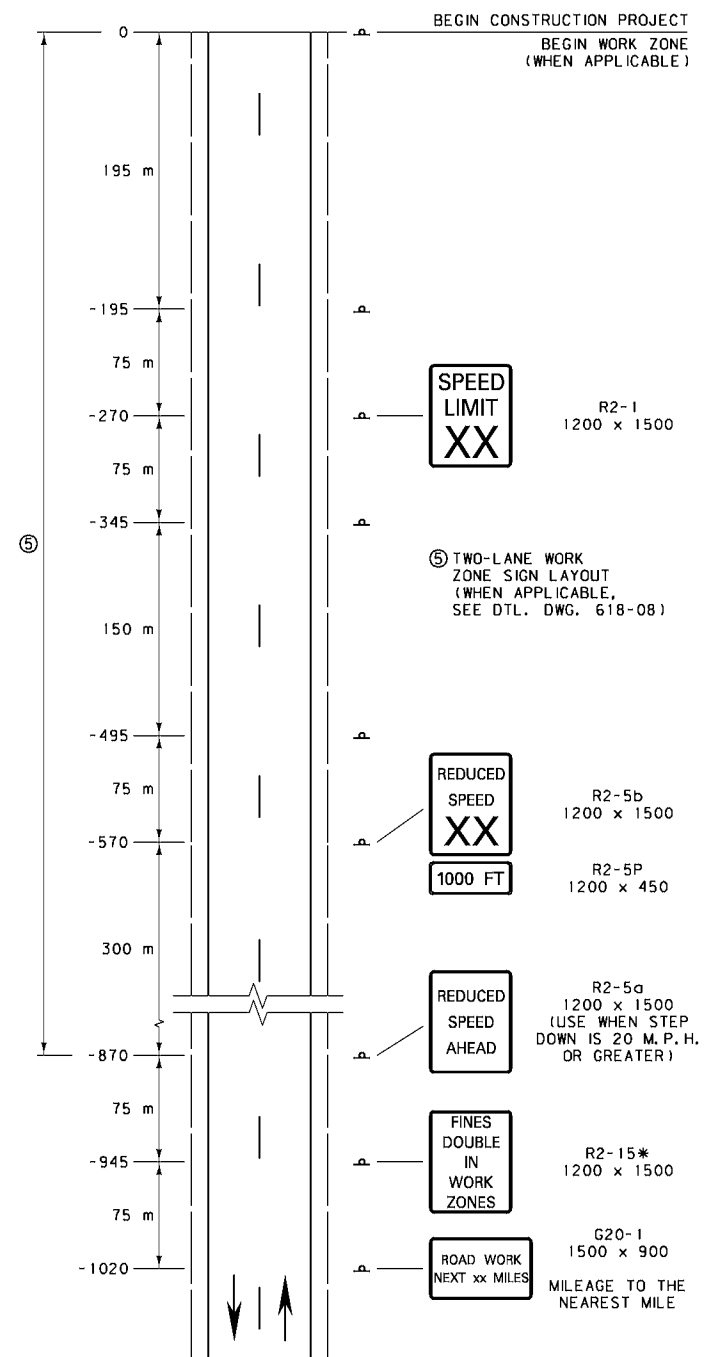
TRAILER

ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.



DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-02
SECTION 618.715	
PORTABLE SIGN SUPPORT ASSEMBLY	
EFFECTIVE: DECEMBER 2002	
	MONTANA DEPARTMENT OF TRANSPORTATION
	MONTANA CADD

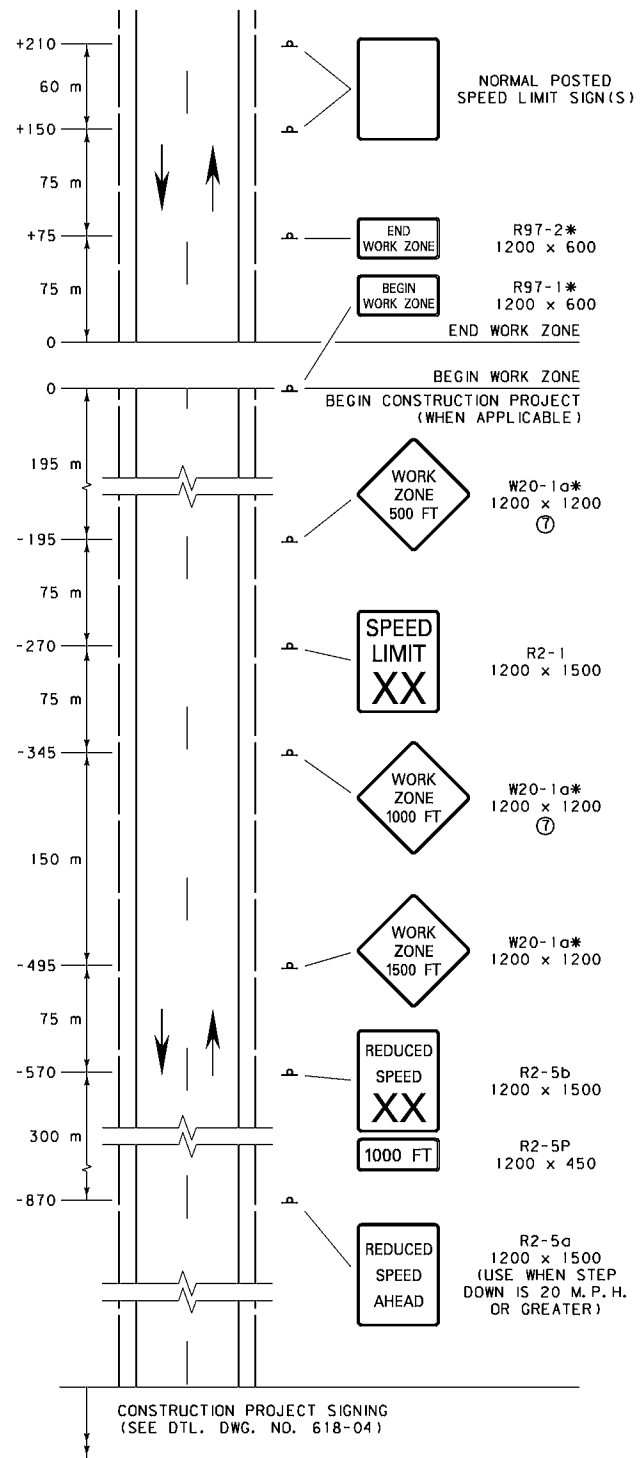


- NOTES:
- ① THIS SIGN LAYOUT IS INTENDED TO BE A PERMANENT INSTALLATION FOR THE DURATION OF THE CONSTRUCTION PROJECT, AS APPROVED BY THE ENGINEER. COVER OR REMOVE ANY SIGNS WHEN NOT IN USE, INCLUDING SPEED LIMIT SIGNS NOT WARRANTED. REMOVE ANY SIGN SUPPORTS IF THEY WILL NOT BE NEEDED WITHIN 90 DAYS.
 - ② XX = SPEED DETERMINED BY THE ENGINEER.
 - ③ INCLUDE REGULATORY SIGNING ONLY IF THE CONSTRUCTION PROJECT CONTAINS A WORK ZONE OR HAS ROADWAY CONDITIONS THAT WARRANT SPEED RESTRICTIONS. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
 - ④ THE WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
 - ⑤ IN ADDITION TO THE SIGNS SHOWN, INCLUDE THE APPROPRIATE TWO-LANE WORK ZONE SIGNS (DTL. DWG. NO. 618-08) WHEN A WORK ZONE IS LOCATED AT THE BEGINNING OR END OF THE CONSTRUCTION PROJECT.
 - ⑥ SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION.
- * DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.



ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-04
SECTION 618	
TWO-LANE CONSTRUCTION PROJECT	
EFFECTIVE: JANUARY 2004	
	MONTANA DEPARTMENT OF TRANSPORTATION
	MONTANA CADD



WORK ZONE WITH NO FLAGGER

NOTES:

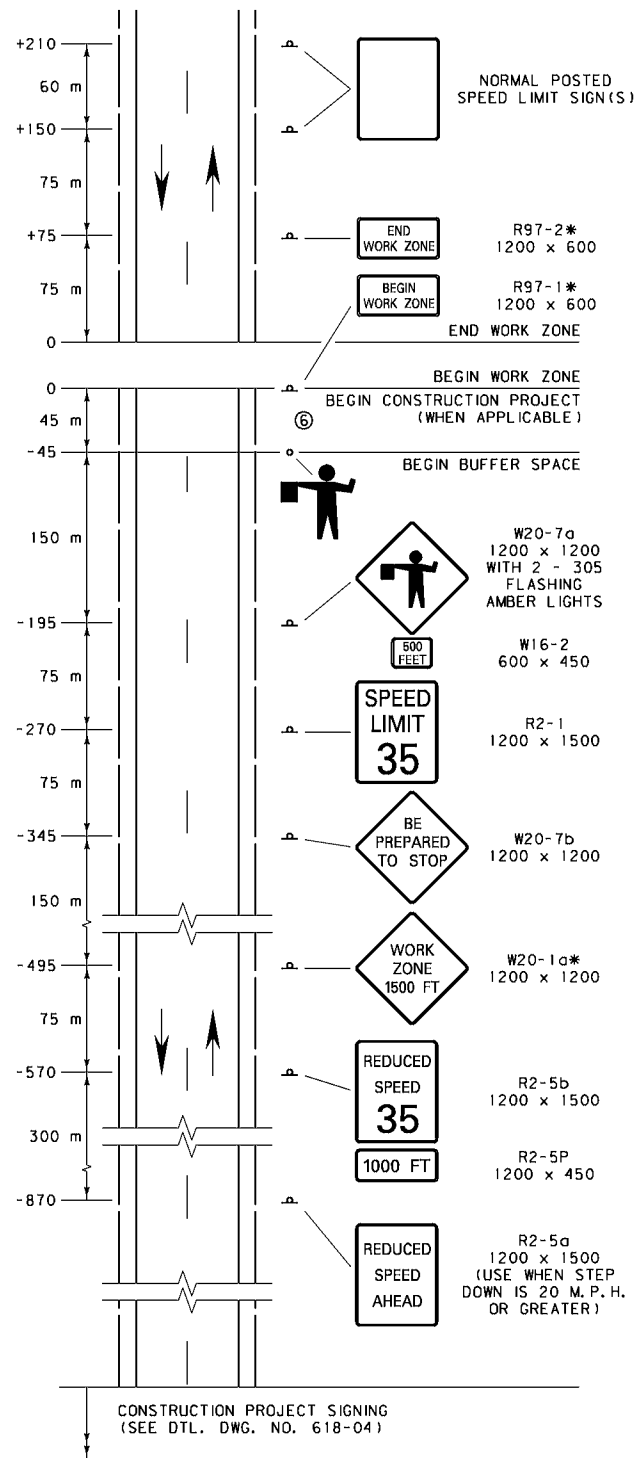
- THESE SIGN LAYOUTS WORK IN CONJUNCTION WITH THE PERMANENT LAYOUT ILLUSTRATED ON DTL. DWG. NO. 618-04 FOR WORK ZONES LOCATED AT THE BEGIN AND END OF THE CONSTRUCTION PROJECT.
- XX = SPEED DETERMINED BY THE ENGINEER.
- INCLUDE REGULATORY SIGNING ONLY IF THERE IS REASON TO RESTRICT SPEED WITHIN THE WORK ZONE. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
- SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION. COMBINE SUCCESSIVE WORK ZONES WHEN LESS THAN 1.6 KILOMETERS APART.

- THE WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
- THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
- USE MORE SPECIFIC SIGNS, WHERE APPLICABLE, SUCH AS W8-3 "PAVEMENT ENDS."
- PROVIDE A SECOND FLAGGER WHEN MORE THAN 10 VEHICLES ARE STOPPED AT THE FLAGGER STATION MORE THAN 50% OF THE TIME.

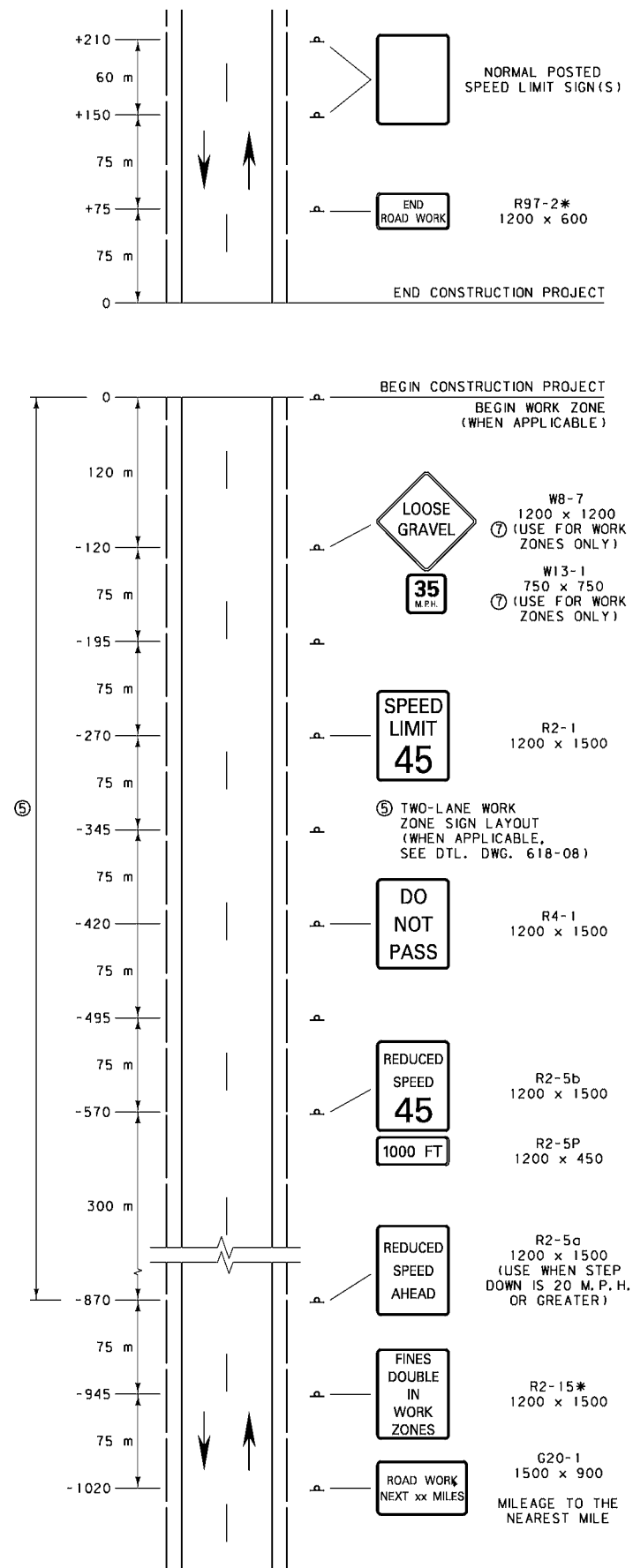
* DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-08
SECTION 618	
TWO-LANE CONSTRUCTION PROJECT WORK ZONES	
EFFECTIVE: DECEMBER 2002	
MONTANA DEPARTMENT OF TRANSPORTATION	
MONTANA CADD	



WORK ZONE WITH FLAGGER



NOTES:

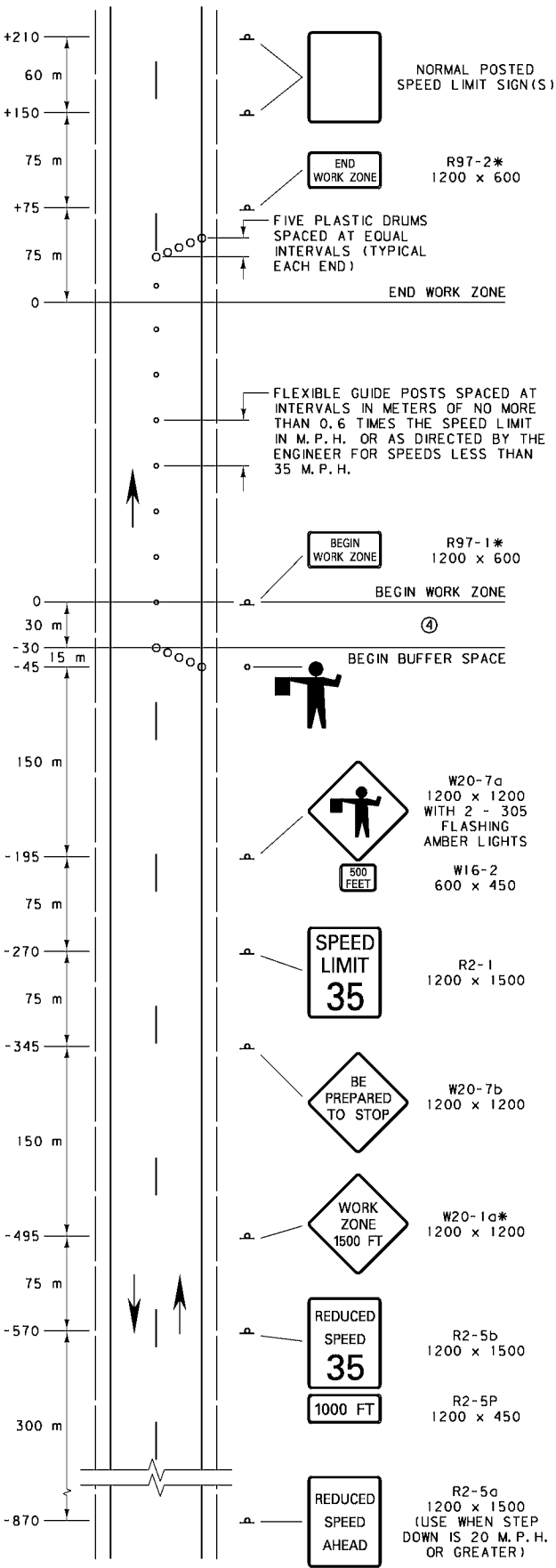
- THIS SIGN LAYOUT WORKS IN CONJUNCTION WITH THE PERMANENT LAYOUT ILLUSTRATED ON DTL. DWG. NO. 618-04. COVER OR REMOVE SIGNS WHEN NOT IN USE, INCLUDING SPEED LIMIT SIGNS NOT WARRANTED.
- INCLUDE REGULATORY SIGNING ONLY IF THERE IS REASON TO RESTRICT SPEED WITHIN THE CONSTRUCTION PROJECT. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
- THE WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
- FOR SEAL COAT WORK ZONE ACTIVITIES, USE THE FLAGGER APPLICATION OF THE WORK ZONE LAYOUT FROM DTL. DWG. NO. 618-08.
- IN ADDITION TO THE SIGNS SHOWN, INCLUDE THE APPROPRIATE TWO-LANE WORK ZONE SIGNS WHEN A WORK ZONE IS LOCATED AT THE BEGINNING OR END OF THE CONSTRUCTION PROJECT.
- SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION.
- PLACE THE W8-7 AND W13-1 SIGNS AT EACH END OF EACH WORK ZONE AND AT 3.2 km INTERVALS WITHIN THE WORK ZONES FOR EACH DIRECTION OF TRAVEL.

* DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.



DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-10
SECTION 618	
TWO-LANE CONSTRUCTION PROJECT SEAL COAT	
EFFECTIVE: JANUARY 2004	
MONTANA DEPARTMENT OF TRANSPORTATION	
MONTANA CADD	

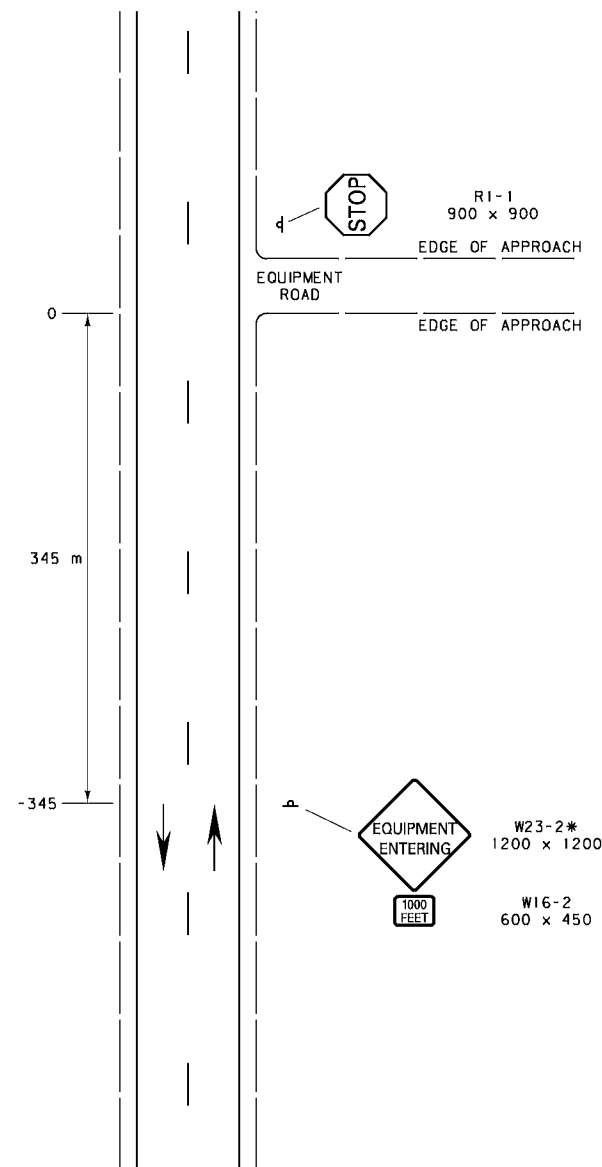
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- NOTES:
- ① MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
 - ② SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION.
 - ③ THE WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
 - ④ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
 - ⑤ PROVIDE A SECOND FLAGGER WHEN MORE THAN 10 VEHICLES ARE STOPPED AT THE FLAGGER STATION MORE THAN 50% OF THE TIME.
- * DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-12
SECTION 618	
TWO-LANE CONSTRUCTION PROJECT LANE CLOSURE	
EFFECTIVE: DECEMBER 2002	
 MONTANA DEPARTMENT OF TRANSPORTATION	 MONTANA CADD




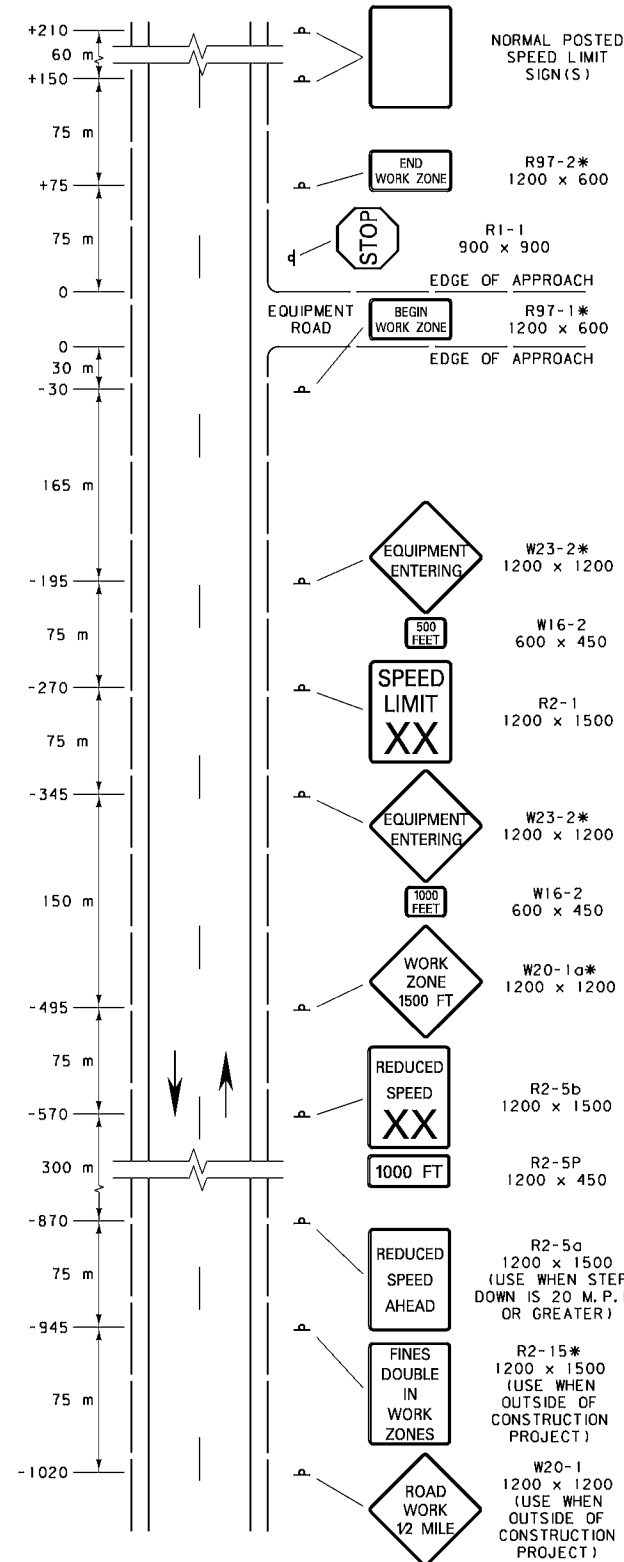
- NOTES:

- ① USE THIS SIGN LAYOUT ON LOW VOLUME ROADS, WHEN APPROPRIATE. OTHERWISE REFER TO DTL. DWG. NO. 618-16 WHEN A REDUCTION IN SPEED OR A FLAGGER IS NEEDED.
- ② LOW VOLUME ROADS ARE DEFINED AS ROADS WITH LESS THAN 400 CURRENT AADT AND ARE OUTSIDE OF BUILT-UP AREAS OF TOWNS AND COMMUNITIES.
- ③ SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION, AS NEEDED.

* DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

ALL DIMENSIONS ARE MILLIMETERS
(mm) UNLESS OTHERWISE NOTED.

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-14
TWO-LANE EQUIPMENT ENTRANCES ON LOW VOLUME ROADS	
EFFECTIVE: DECEMBER 2002	
	MONTANA DEPARTMENT OF TRANSPORTATION
	MONTANA CADD



EQUIPMENT ENTRANCE WITH NO FLAGGER

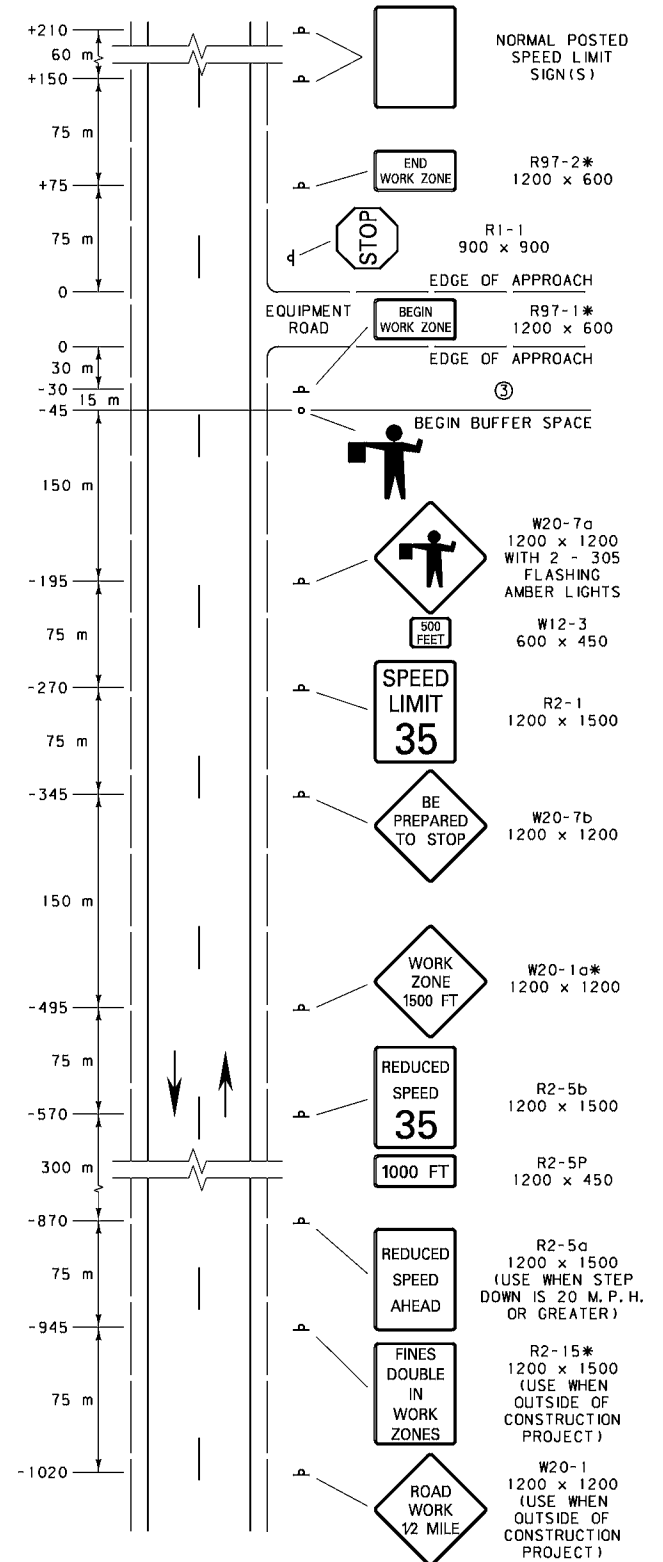
- NOTES:

- ① INCLUDE REGULATORY SIGNING ONLY IF THERE IS REASON TO RESTRICT SPEED. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
- ② SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION, AS NEEDED.
- ③ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
- ④ XX = SPEED DETERMINED BY THE ENGINEER.

- ⑤ THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. WHEN THIS OCCURS OUTSIDE OF A CONSTRUCTION PROJECT INCLUDE THE W20-1 AND R2-15* SIGNS.



- ⑥ REFER TO DTL. DWG. NO. 618-14 FOR LOW VOLUME ROADS (LESS THAN 400 CURRENT AADT AND OUTSIDE OF BUILT-UP AREAS OF TOWNS AND COMMUNITIES).

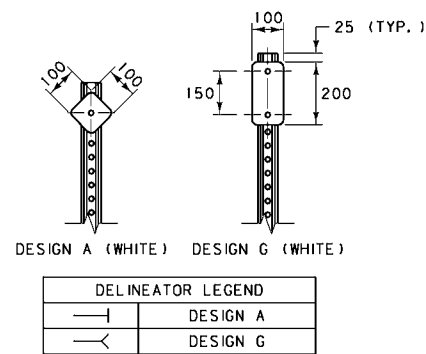
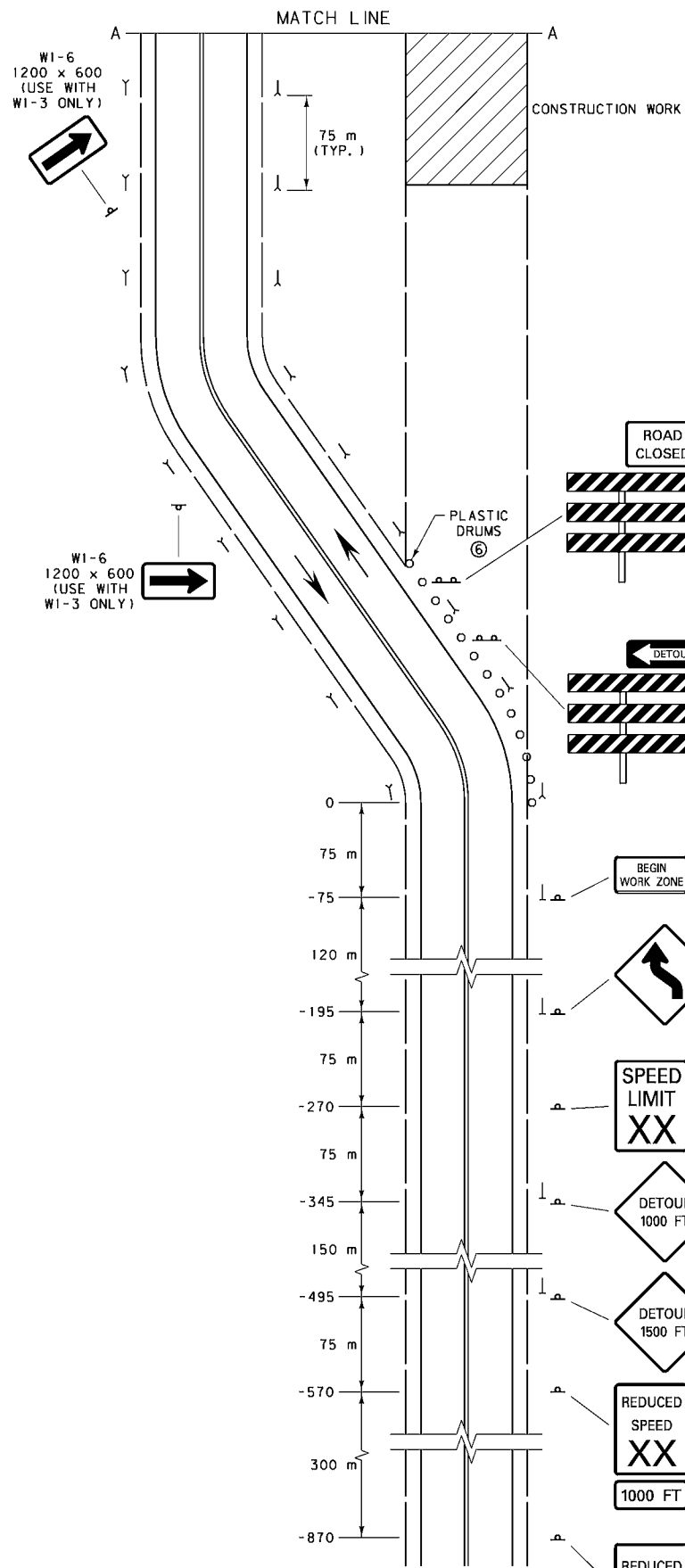
* DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.



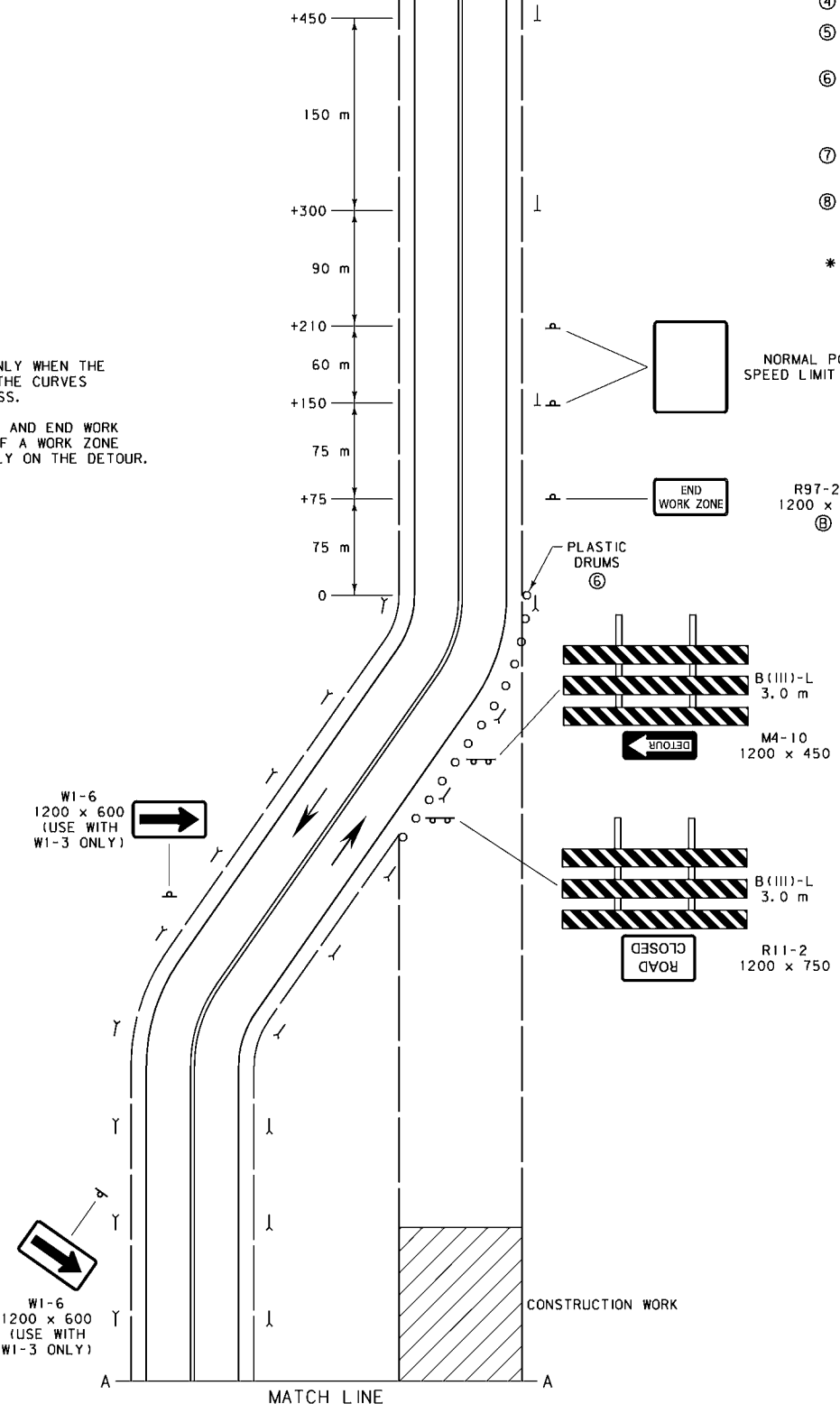
EQUIPMENT ENTRANCE WITH FLAGGER

- ALL DIMENSIONS ARE MILLIMETERS
(mm) UNLESS OTHERWISE NOTED.

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-16
TWO-LANE EQUIPMENT ENTRANCES	
EFFECTIVE: DECEMBER 2002	
 MONTANA DEPARTMENT OF TRANSPORTATION 	



- ① USE W1-3 SIGNS ONLY WHEN THE DESIGN SPEED OF THE CURVES IS 50 km/h OR LESS.
- ② INCLUDE THE BEGIN AND END WORK ZONE SIGNS ONLY IF A WORK ZONE OCCURS EXCLUSIVELY ON THE DETOUR.

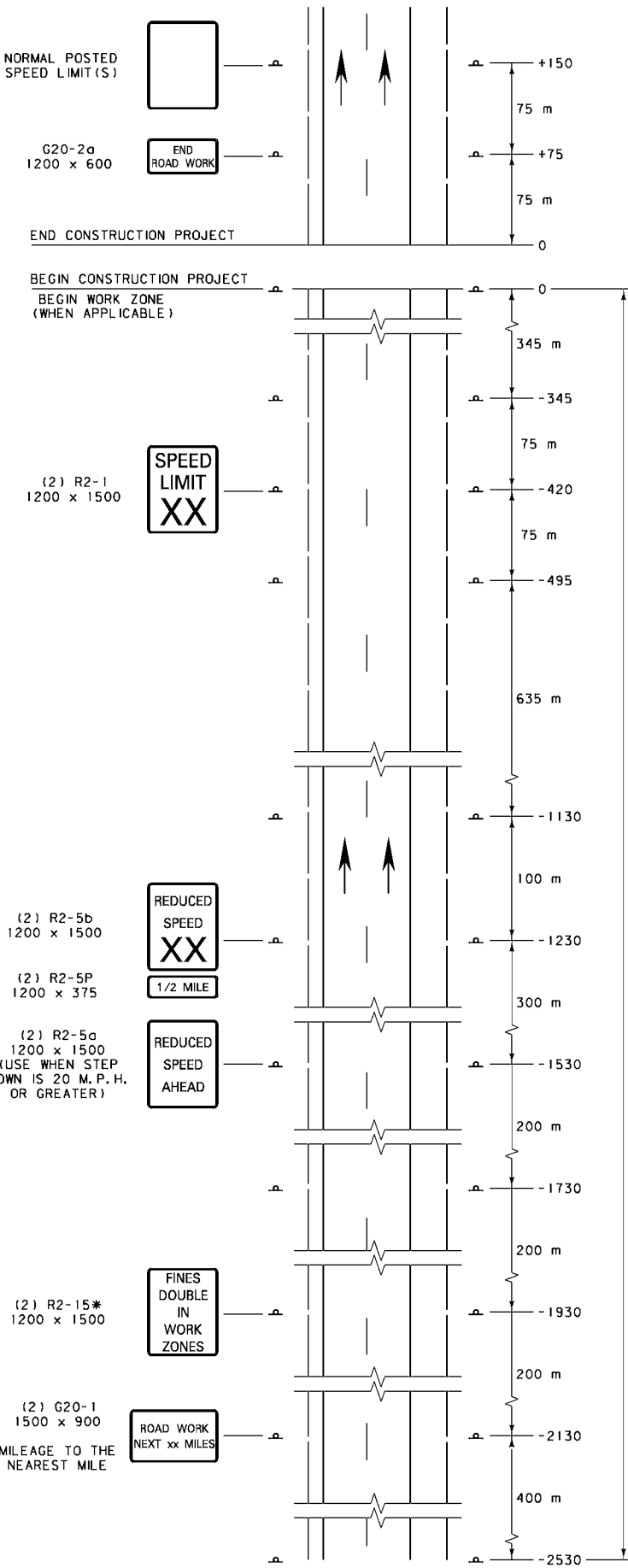


- NOTES:
- ① INCLUDE REGULATORY SIGNING ONLY IF THERE IS REASON TO RESTRICT SPEED. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
 - ② SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION.
 - ③ PAVED DETOURS 7.2 m WIDE OR GREATER HAVE 100 mm WHITE SHOULDER STRIPES AND APPROPRIATE CENTERLINE STRIPES.
 - ④ UNPAVED DETOURS MAY REQUIRE ADDITIONAL DELINEATION.
 - ⑤ USE ONLY POST MOUNTED SIGNS. DO NOT USE PORTABLE SIGN MOUNTS.
 - ⑥ PLACE PLASTIC DRUMS AT INTERVALS IN METERS OF NO MORE THAN 0.3 TIMES THE SPEED LIMIT IN M.P.H. OR AS DIRECTED BY THE ENGINEER FOR SPEEDS LESS THAN 35 M.P.H.
 - ⑦ XX = SPEED DETERMINED BY THE DETOUR DESIGN SPEED OR THE ENGINEER.
 - ⑧ THE WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
- * DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-18
SECTION 618	
TWO-LANE CONSTRUCTION PROJECT DETOUR	
EFFECTIVE: DECEMBER 2002	
	MONTANA CADD

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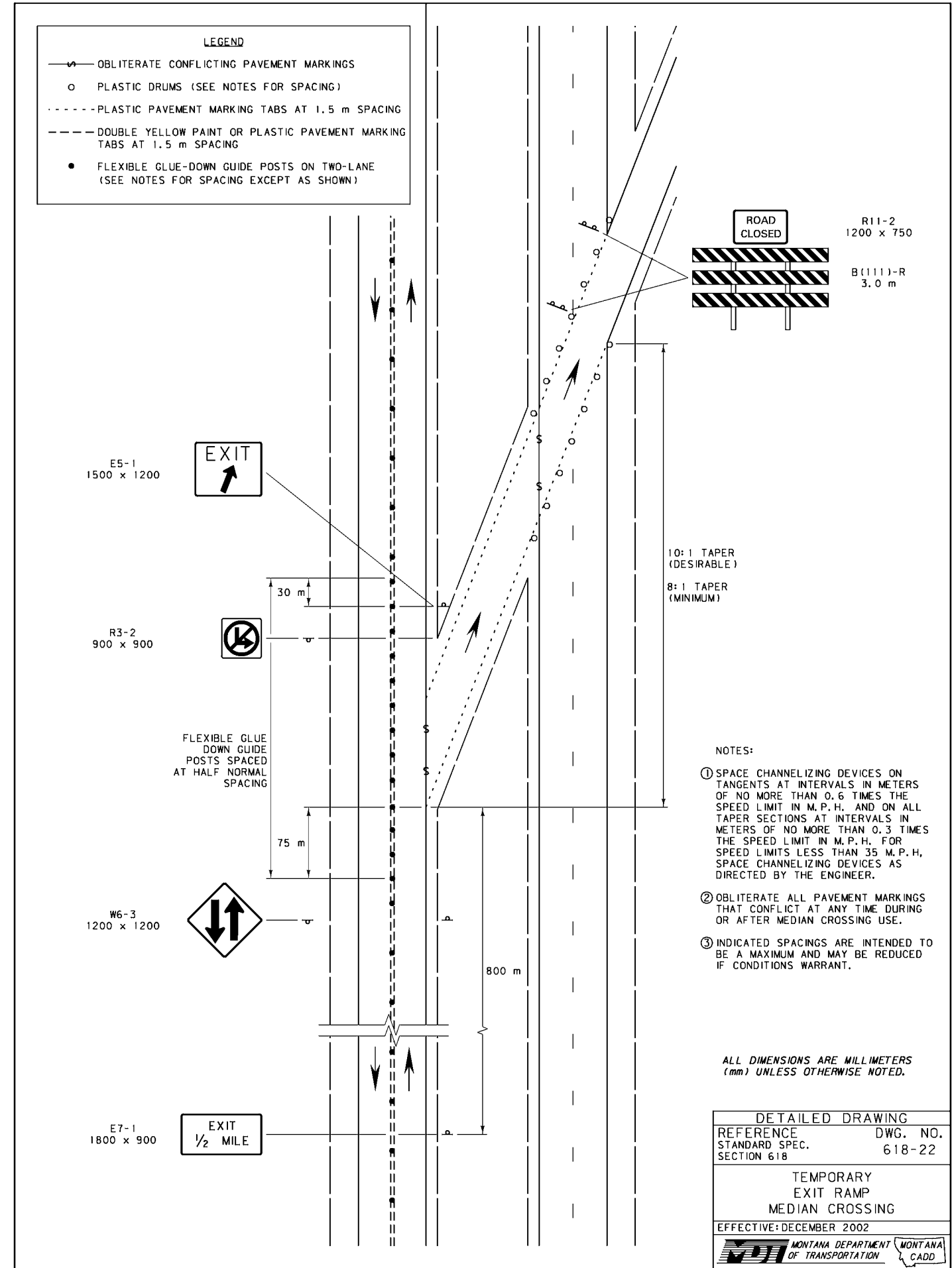
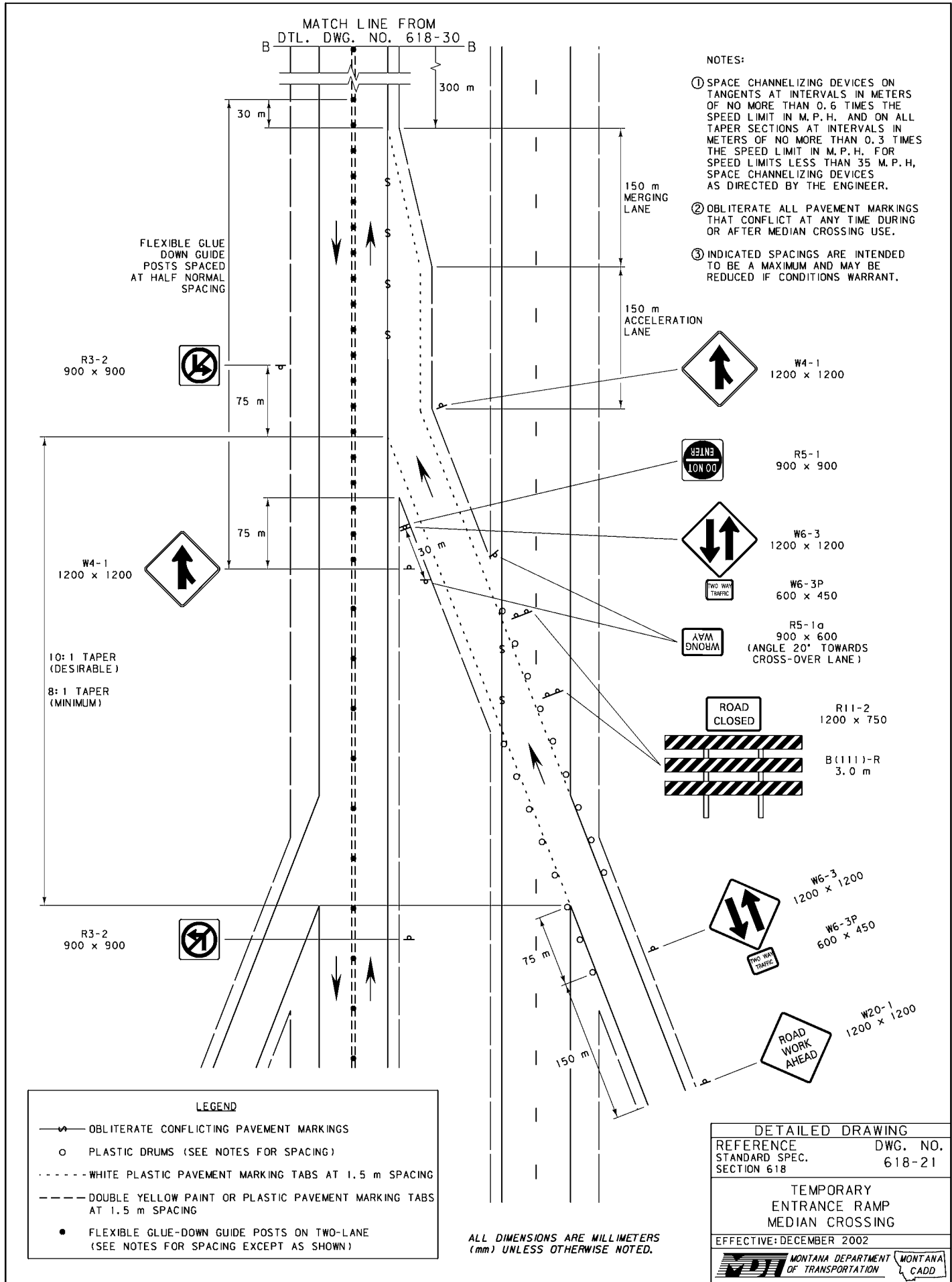


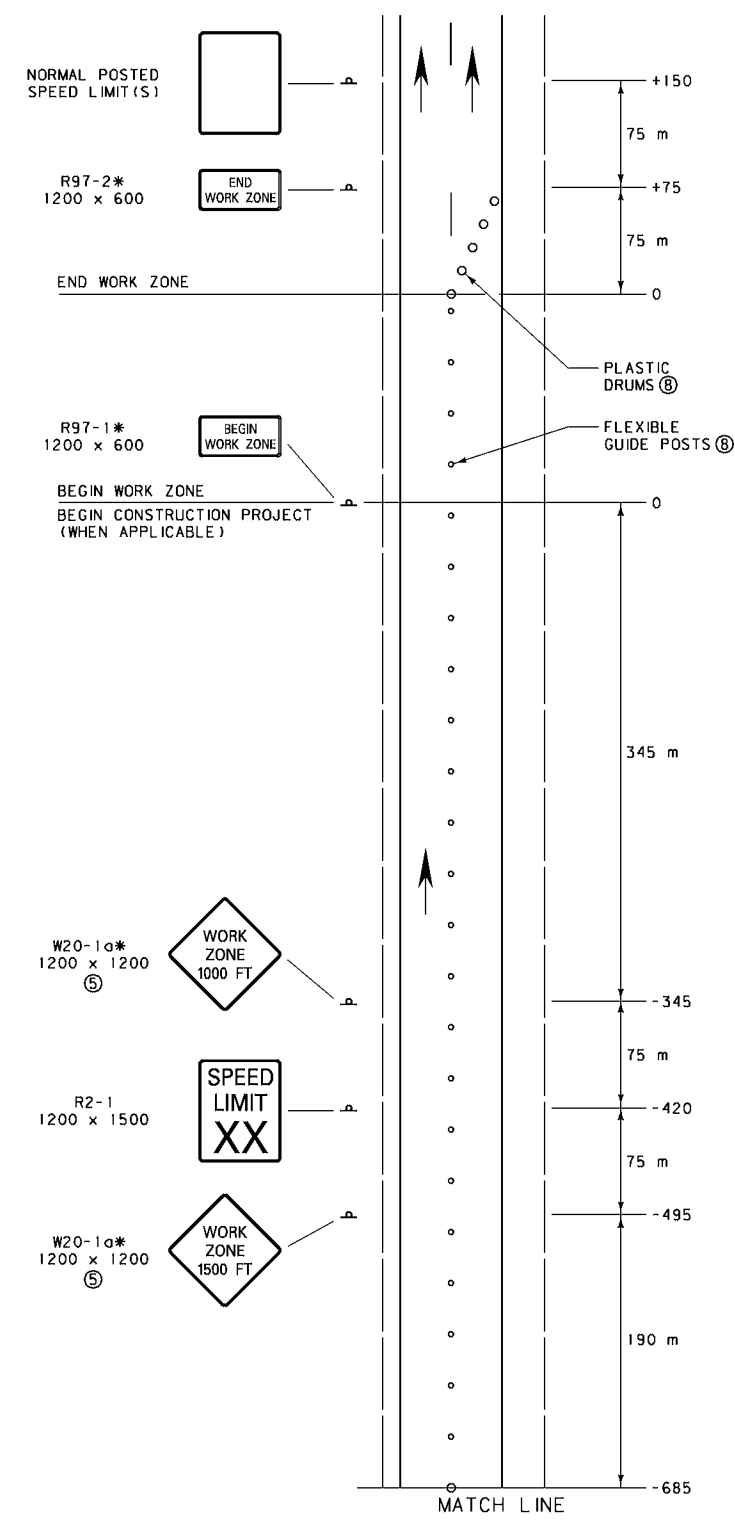
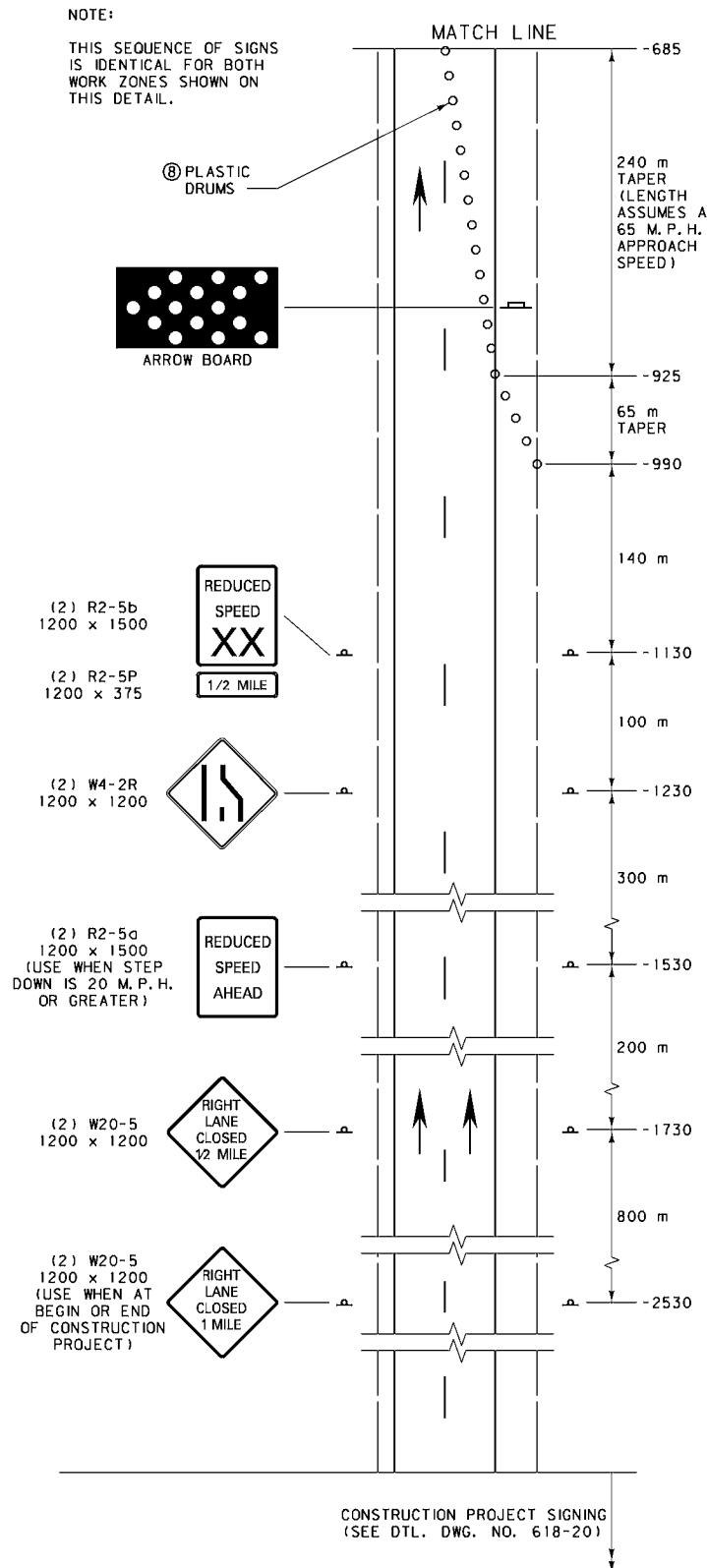
- NOTES:
- THIS SIGN LAYOUT IS INTENDED TO BE A PERMANENT INSTALLATION FOR THE DURATION OF THE CONSTRUCTION PROJECT, AS APPROVED BY THE ENGINEER. COVER OR REMOVE SIGNS WHEN NOT IN USE, INCLUDING SPEED LIMIT SIGNS NOT WARRANTED. REMOVE ANY SIGN SUPPORTS IF THEY WILL NOT BE NEEDED WITHIN 90 DAYS.
 - XX = SPEED DETERMINED BY THE ENGINEER.
 - INCLUDE REGULATORY SIGNING ONLY IF THE CONSTRUCTION PROJECT CONTAINS A WORK ZONE OR HAS ROADWAY CONDITIONS THAT WARRANT SPEED RESTRICTIONS. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
 - THE WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
 - SET UP THIS SIGN LAYOUT IN EACH TRAFFIC DIRECTION.
 - IN ADDITION TO THE SIGNS SHOWN, INCLUDE THE APPROPRIATE FOUR-LANE WORK ZONE SIGNS (DTL. DWG. NO. 618-24) WHEN A WORK ZONE FALLS AT THE BEGIN OR END OF THE CONSTRUCTION PROJECT.
 - DIVIDED FOUR-LANE IS SHOWN. FOR UN-DIVIDED FOUR-LANE, PLACE SIGNS ON RIGHT SIDE ONLY.
- * DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

FOUR-LANE WORK ZONE SIGN LAYOUT (WHEN APPLICABLE, SEE DTL. DWG. 618-24) ⑥

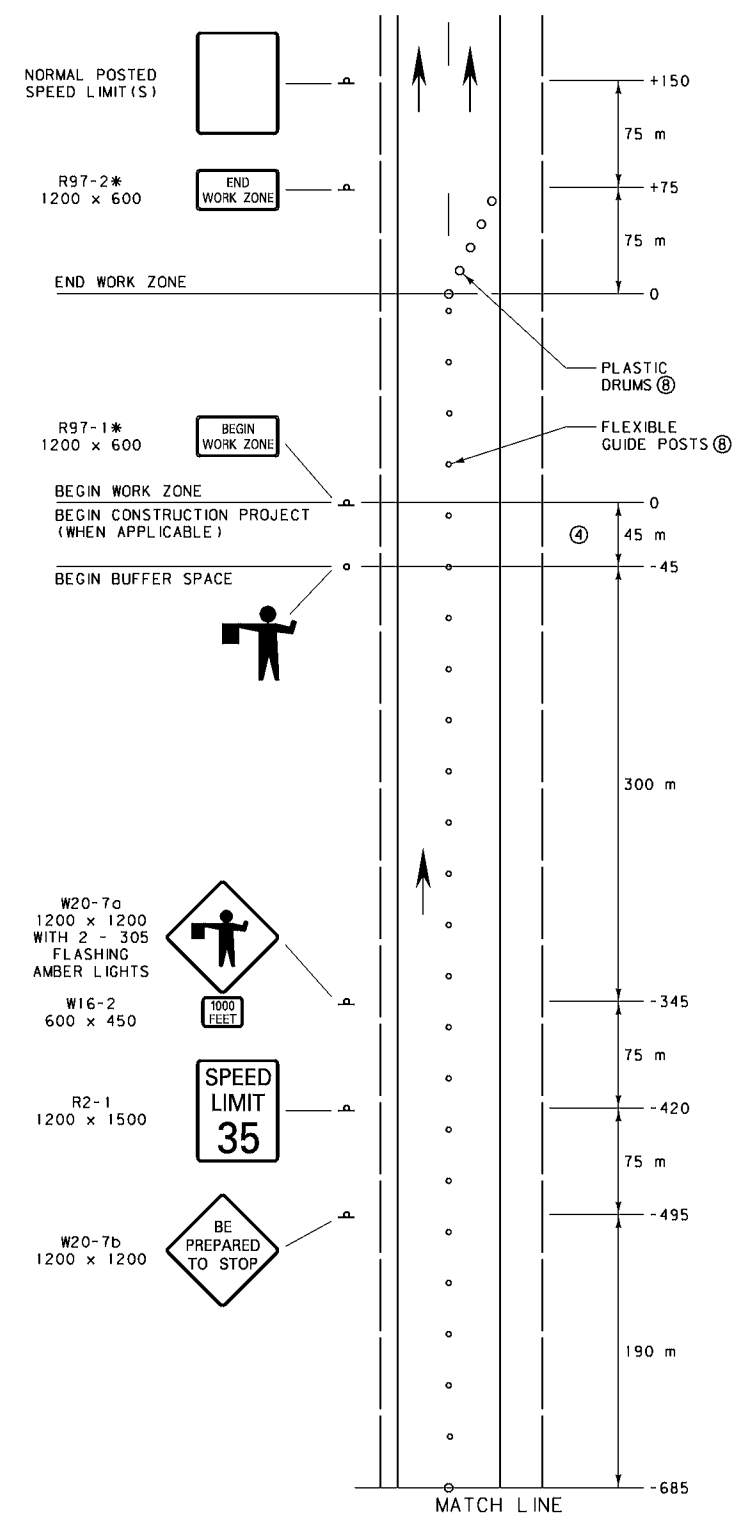
ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-20
SECTION 618	
FOUR-LANE CONSTRUCTION PROJECT	
EFFECTIVE: JANUARY 2004	
MONTANA DEPARTMENT OF TRANSPORTATION	



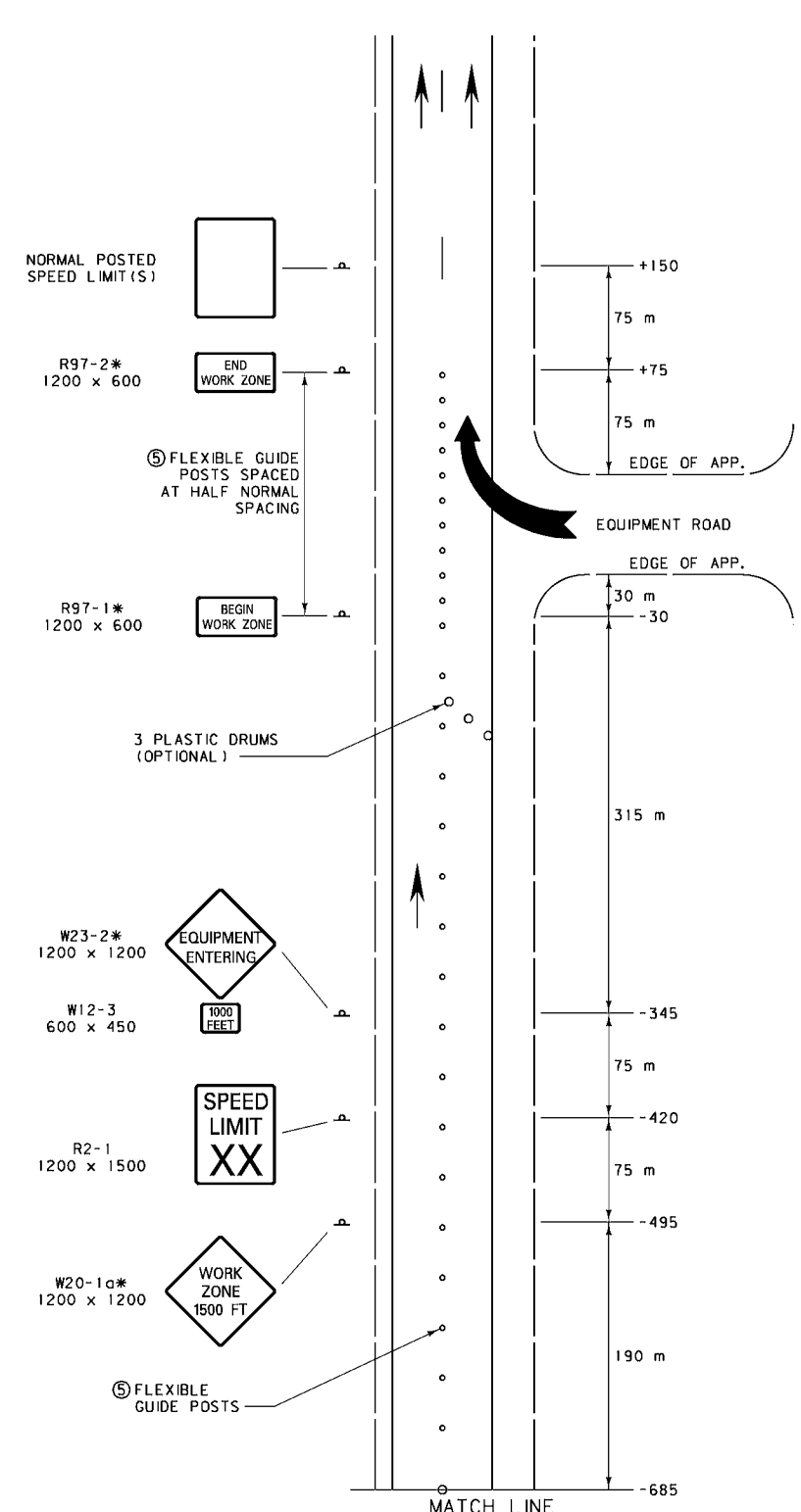
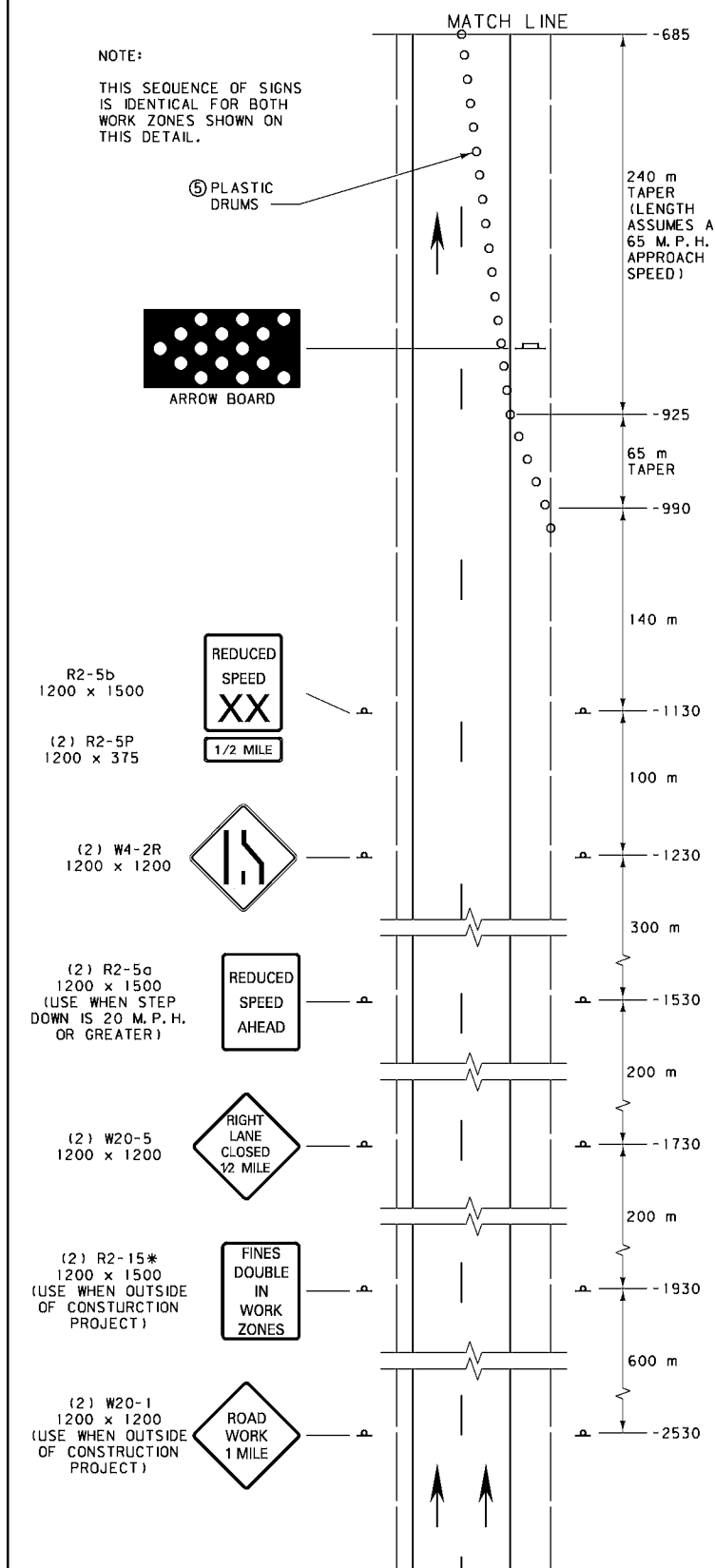


WORK ZONE WITH NO FLAGGER

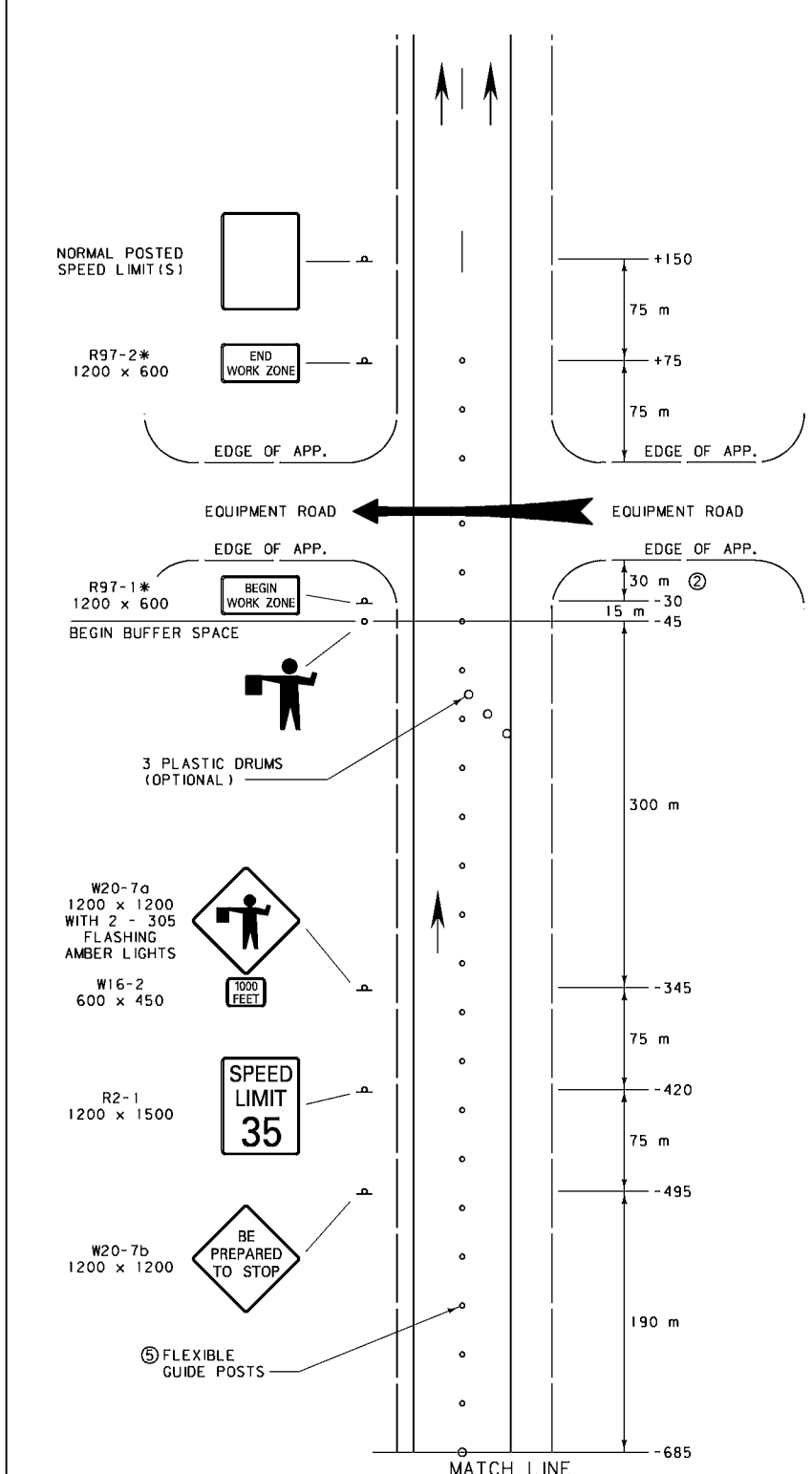


WORK ZONE WITH FLAGGER

- NOTES:
- ① THESE SIGN LAYOUTS WORK IN CONJUNCTION WITH THE PERMANENT LAYOUT ILLUSTRATED ON DTL. DWG. NO. 618-20 FOR WORK ZONES LOCATED AT THE BEGIN AND END OF THE CONSTRUCTION PROJECT.
 - ② INCLUDE REGULATORY SIGNING ONLY IF THERE IS REASON TO RESTRICT SPEED WITHIN THE WORK ZONE. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
 - ③ THE WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
 - ④ THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
 - ⑤ USE MORE SPECIFIC SIGNS, WHERE APPLICABLE, SUCH AS W8-3 "PAVEMENT ENDS."
 - ⑥ XX = SPEED DETERMINED BY THE ENGINEER.
 - ⑦ PROVIDE A SECOND FLAGGER WHEN MORE THAN 10 VEHICLES ARE STOPPED AT THE FLAGGER STATION MORE THAN 50% OF THE TIME.
 - ⑧ SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN METERS OF NO MORE THAN 0.6 TIMES THE SPEED LIMIT IN M.P.H. SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN METERS OF NO MORE THAN 0.3 TIMES THE SPEED LIMIT IN M.P.H. FOR SPEED LIMITS LESS THAN 35 M.P.H., SPACE CHANNELIZING DEVICES AS DIRECTED BY THE ENGINEER.
 - ⑨ WHEN PORTABLE SIGNS ARE USED, PLACE AS DIRECTED BY THE ENGINEER.
- * DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

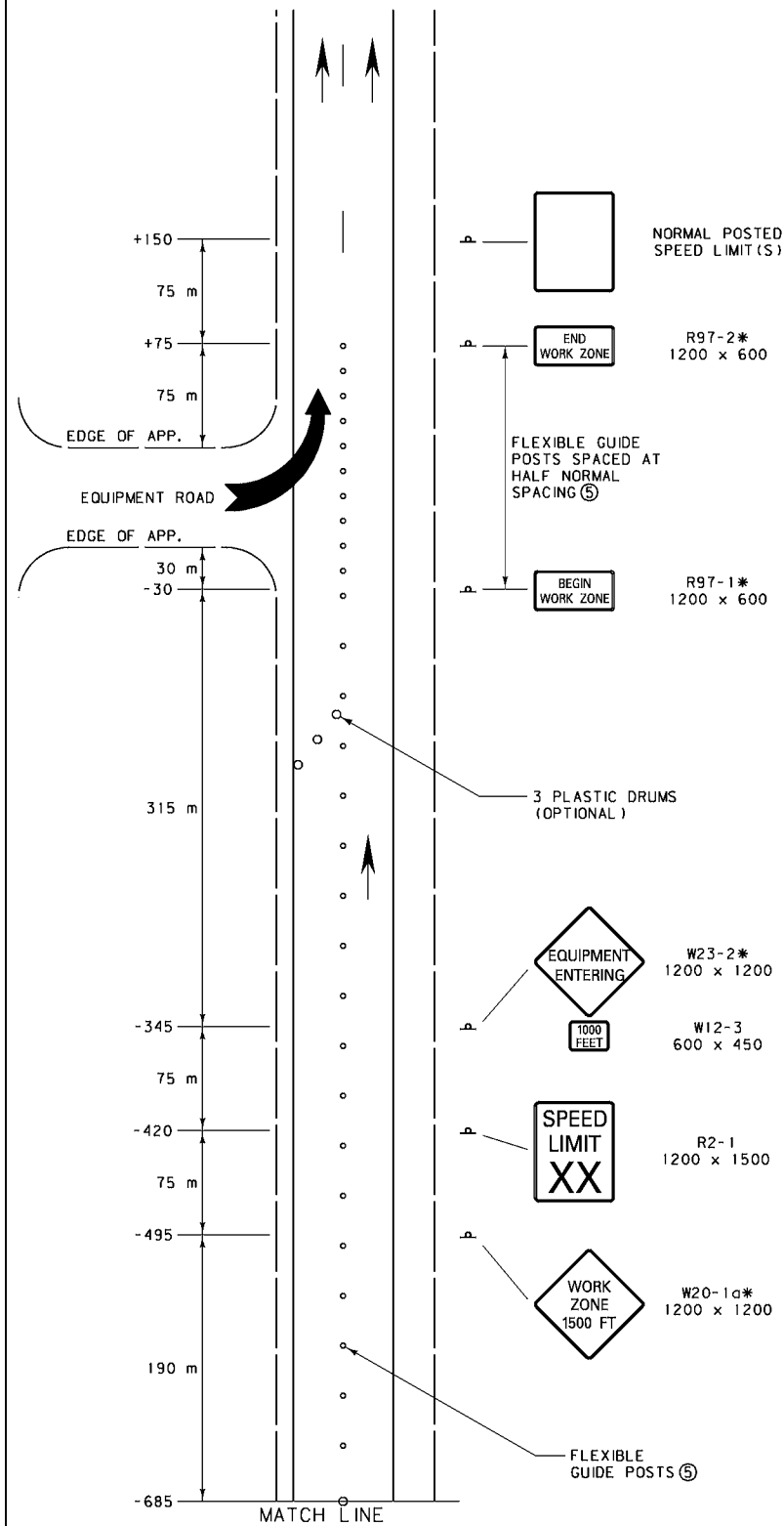
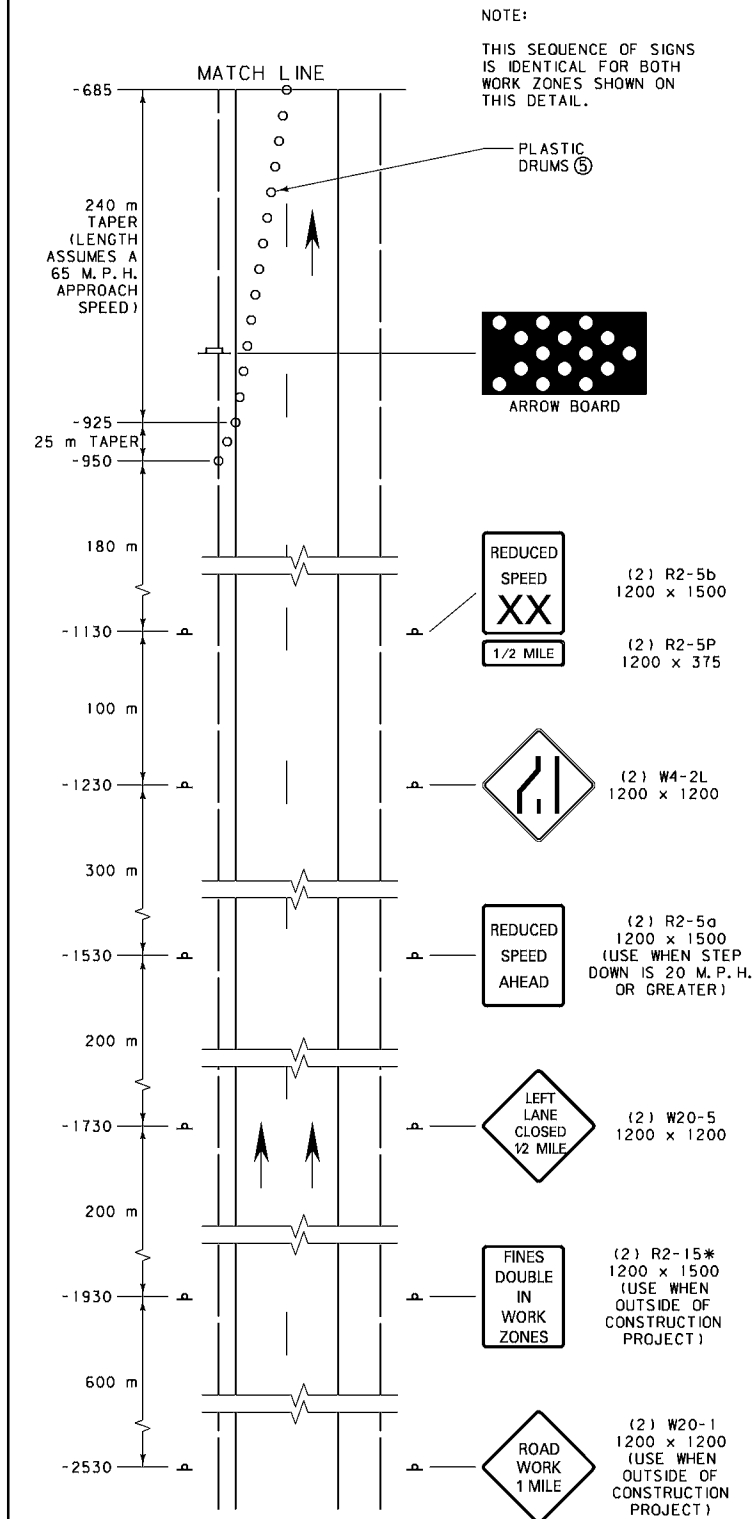


WORK ZONE WITH NO FLAGGER

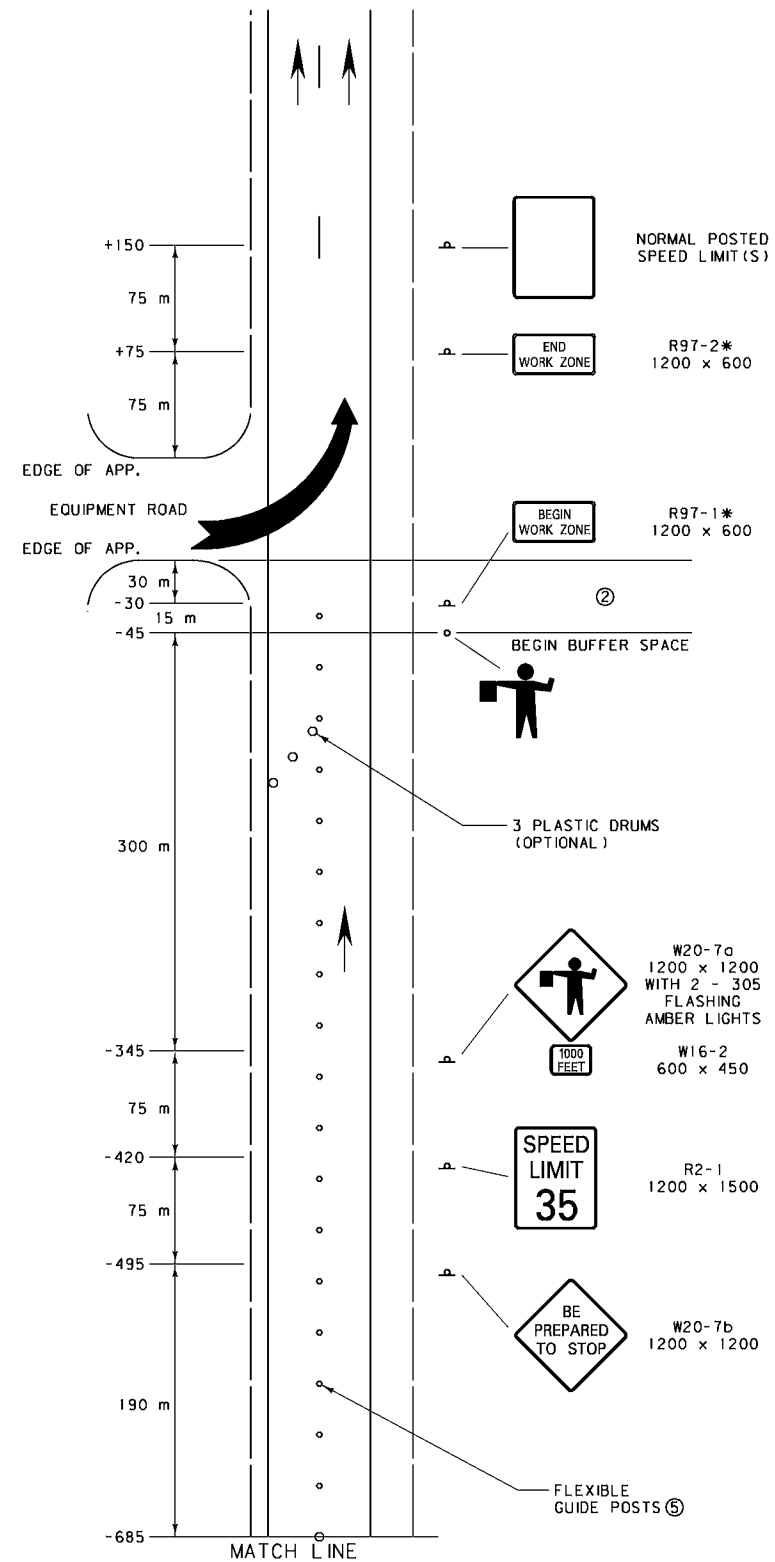


WORK ZONE WITH FLAGGER

- NOTES:
- ① INCLUDE REGULATORY SIGNING ONLY IF THERE IS REASON TO RESTRICT SPEED WITHIN THE WORK ZONE. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
 - ② THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
 - ③ XX = SPEED DETERMINED BY THE ENGINEER.
 - ④ THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. WHEN THIS OCCURS OUTSIDE OF A CONSTRUCTION PROJECT, INCLUDE THE W20-1 AND R2-15* SIGNS.
 - ⑤ SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN METERS OF NO MORE THAN 0.6 TIMES THE SPEED LIMIT IN M.P.H. SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN METERS OF NO MORE THAN 0.3 TIMES THE SPEED LIMIT IN M.P.H. FOR SPEED LIMITS LESS THAN 35 M.P.H., SPACE CHANNELIZING DEVICES AS DIRECTED BY THE ENGINEER.
- * DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.



WORK ZONE WITH NO FLAGGER
(USE WITH WIDE MEDIANS)



WORK ZONE WITH FLAGGER
(USE WITH NARROW MEDIANS)

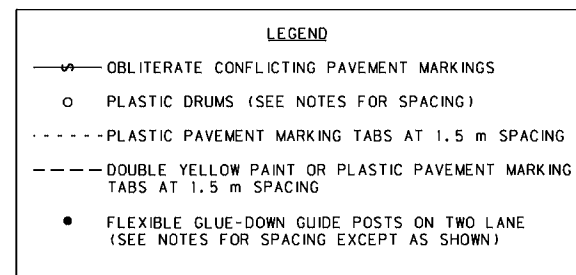
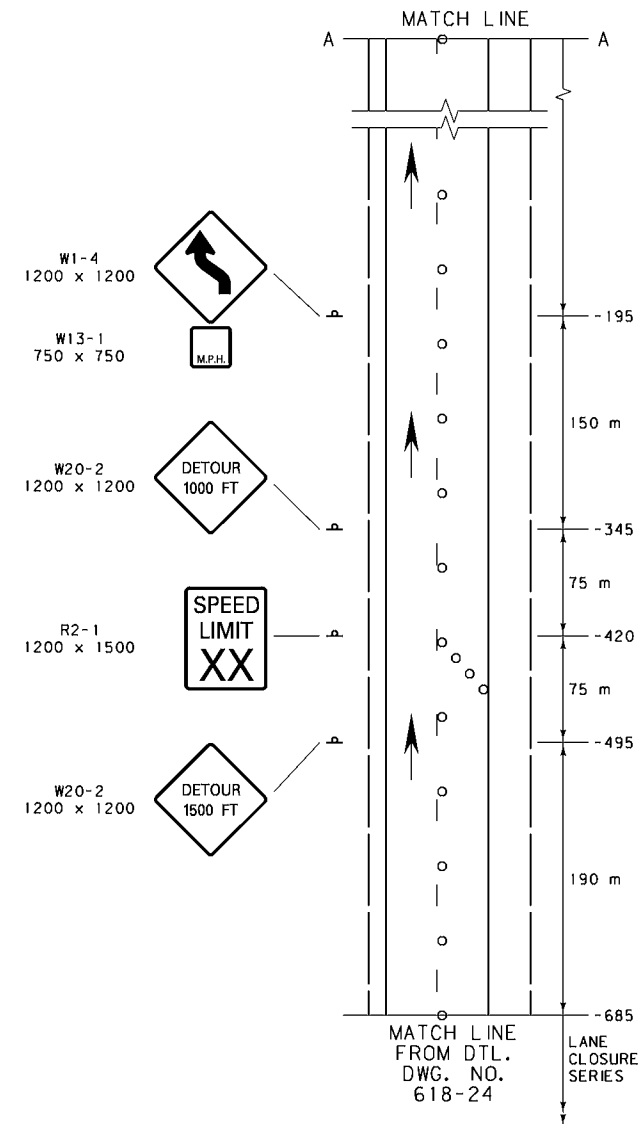
NOTES:

- ① INCLUDE REGULATORY SIGNING ONLY IF THERE IS REASON TO RESTRICT SPEED WITHIN THE WORK ZONE. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
- ② THE BUFFER SPACE MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
- ③ XX = SPEED DETERMINED BY THE ENGINEER.
- ④ THE WORK ZONE REFERS TO THE AREA WHERE WORK IS ACTUALLY TAKING PLACE. WHEN THIS OCCURS OUTSIDE OF A CONSTRUCTION PROJECT, INCLUDE THE W20-1 AND R2-15* SIGNS.
- ⑤ SPACE FLEXIBLE GUIDE POSTS ON TANGENTS AT INTERVALS IN METERS OF NO MORE THAN 0.6 TIMES THE SPEED LIMIT IN M.P.H. SPACE PLASTIC DRUMS IN ALL TAPER SECTIONS AT INTERVALS IN METERS OF NO MORE THAN 0.3 TIMES THE SPEED LIMIT IN M.P.H. FOR SPEED LIMITS LESS THAN 35 M.P.H., SPACE CHANNELIZING DEVICES AS DIRECTED BY THE ENGINEER.

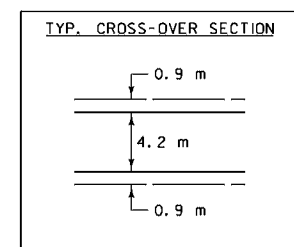
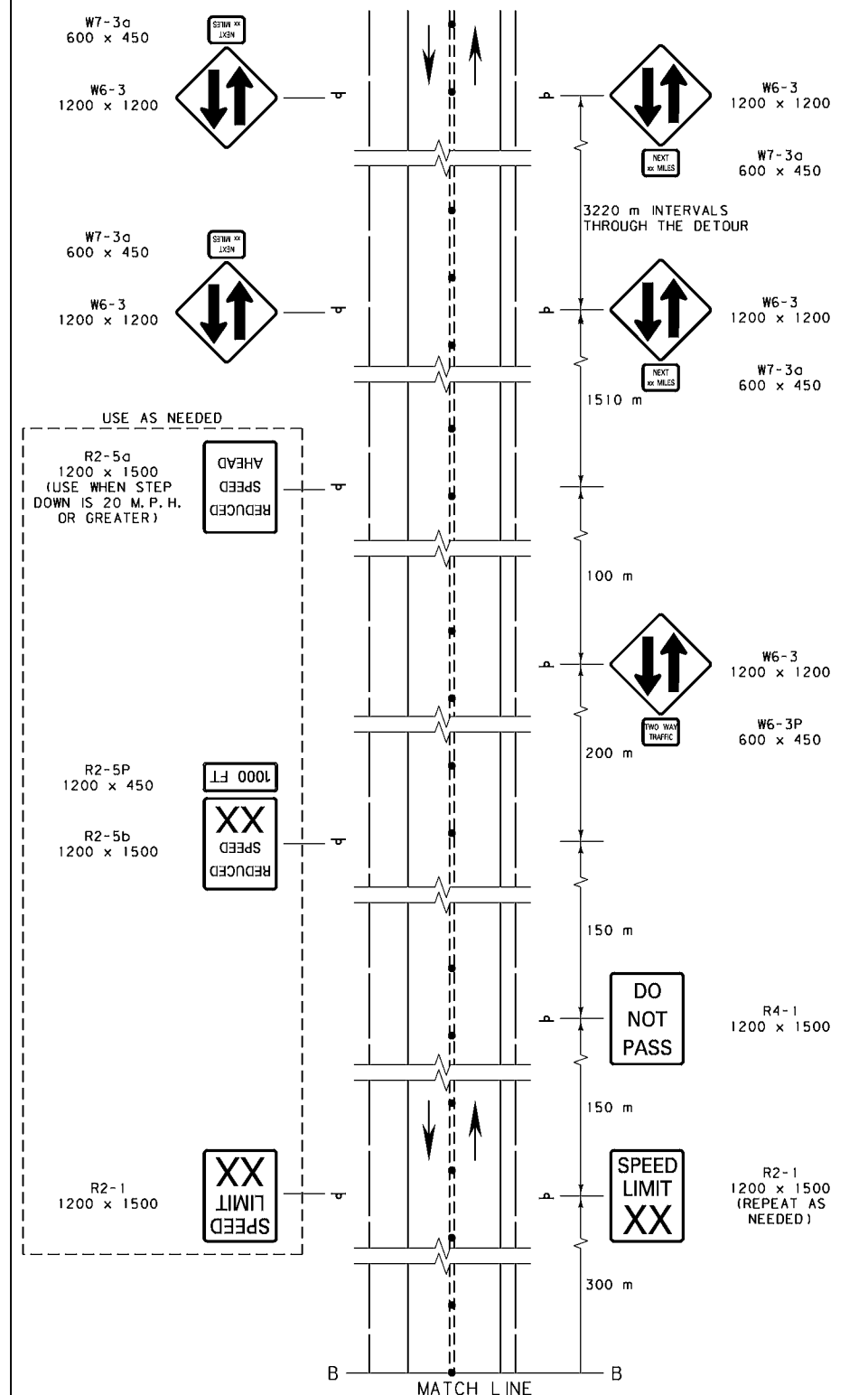
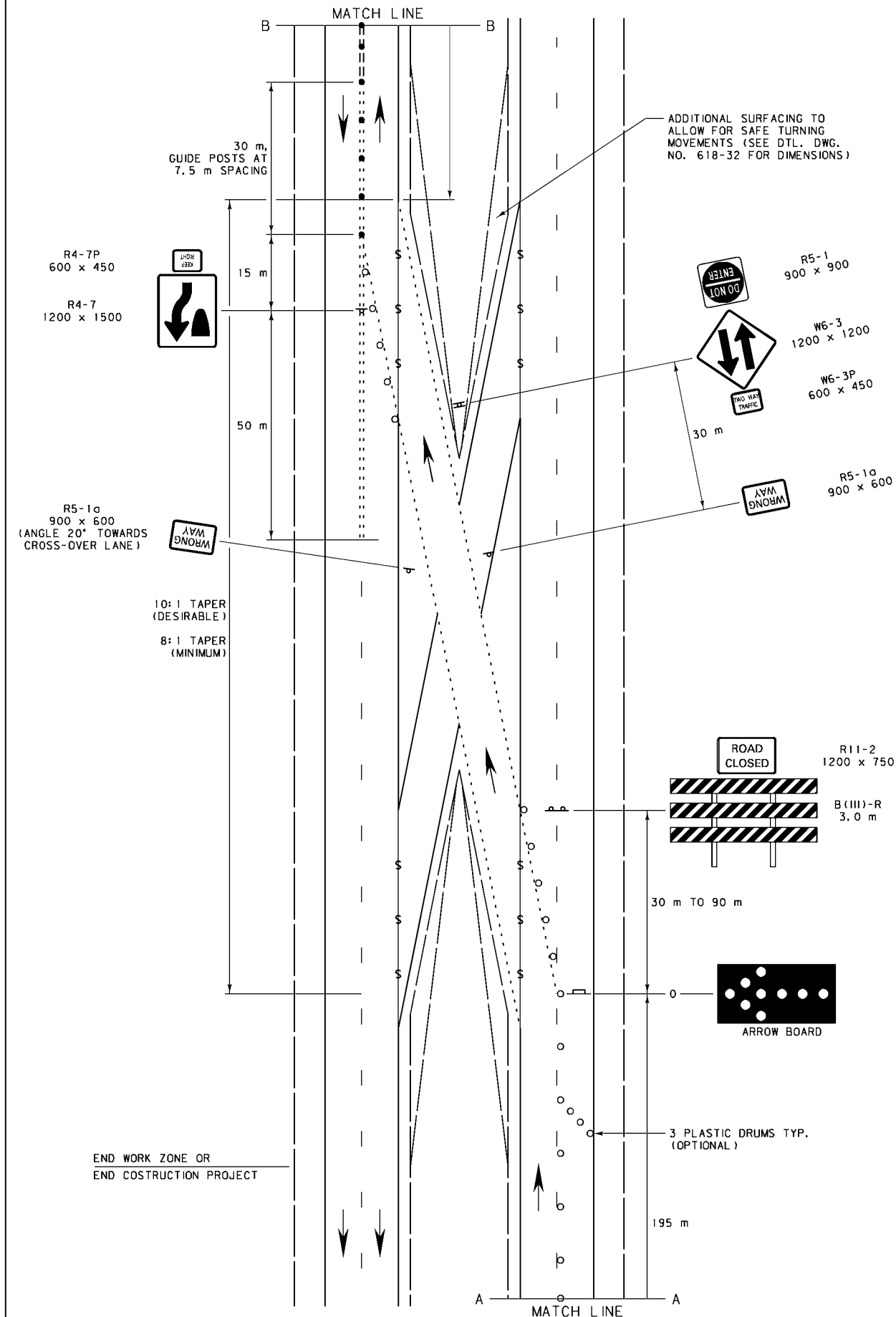
* DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

ALL DIMENSIONS ARE MILLIMETERS
(mm) UNLESS OTHERWISE NOTED.

DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-28
SECTION 618	
FOUR-LANE MEDIAN CROSSINGS	
EFFECTIVE: JANUARY 2004	

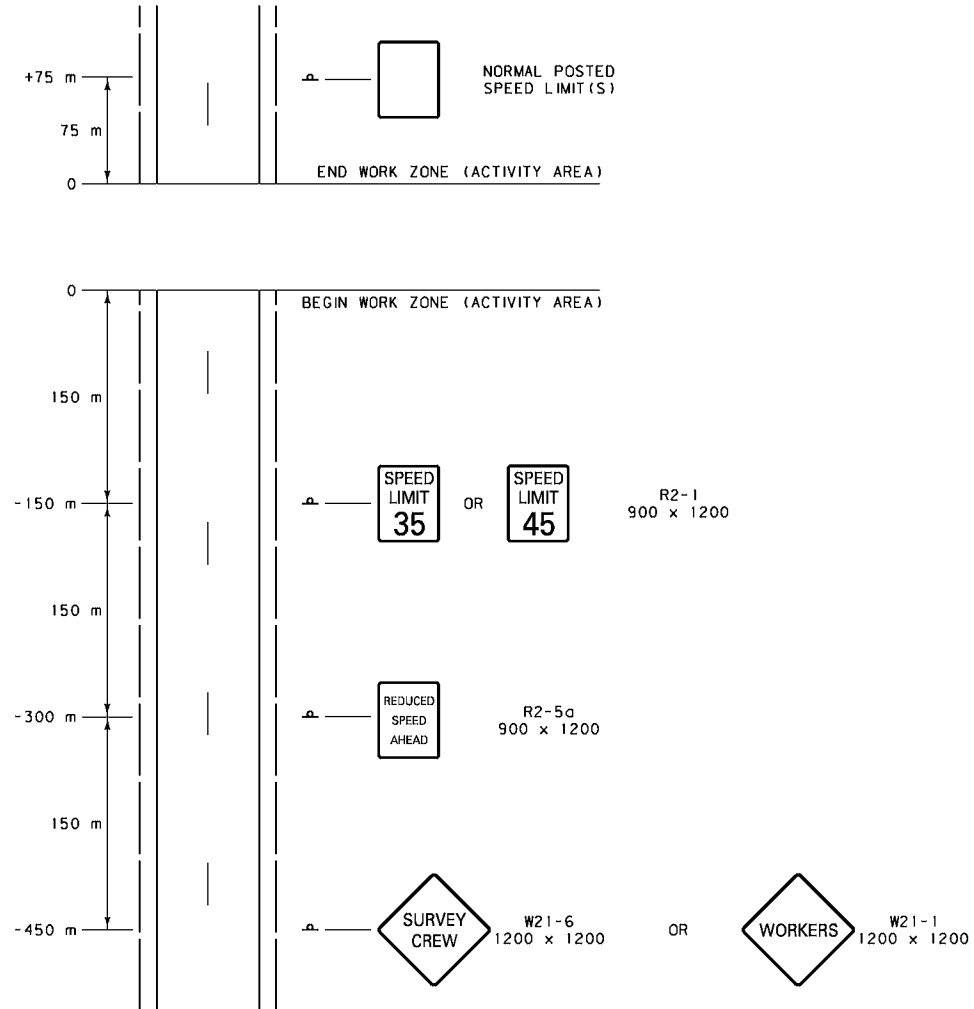


- NOTES:**
- 1 INCLUDE REGULATORY SIGNING ONLY AS REQUIRED. MODIFY REGULATORY SIGNS TO MATCH ADJACENT REGULATIONS.
 - 2 THE WORK ZONE REFERS TO THE AREA WITHIN THE CONSTRUCTION PROJECT WHERE WORK IS ACTUALLY TAKING PLACE.
 - 3 INDICATED SPACINGS ARE INTENDED TO BE A MAXIMUM AND MAY BE REDUCED IF CONDITIONS WARRANT.
 - 4 XX = SPEED DETERMINED BY THE MEDIAN CROSSING DESIGN SPEED OR THE ENGINEER.
 - 5 SPACE CHANNELIZING DEVICES ON TANGENTS AT INTERVALS IN METERS OF NO MORE THAN 0.6 TIMES THE SPEED LIMIT IN M.P.H. AND ON ALL TAPER SECTIONS AT INTERVALS IN METERS OF NO MORE THAN 0.3 TIMES THE SPEED LIMIT IN M.P.H. FOR SPEED LIMITS LESS THAN 35 M.P.H., SPACE CHANNELIZING DEVICES AS DIRECTED BY THE ENGINEER.
 - 6 OBLITERATE ALL PAVEMENT MARKINGS THAT CONFLICT AT ANY TIME DURING OR AFTER MEDIAN CROSSING USE.



ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.



DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-30
SECTION 618	
TEMPORARY	
FOUR-LANE TO TWO-LANE	
MEDIAN CROSSING	
EFFECTIVE: DECEMBER 2002	
MONTANA DEPARTMENT OF TRANSPORTATION	MONTANA CADD

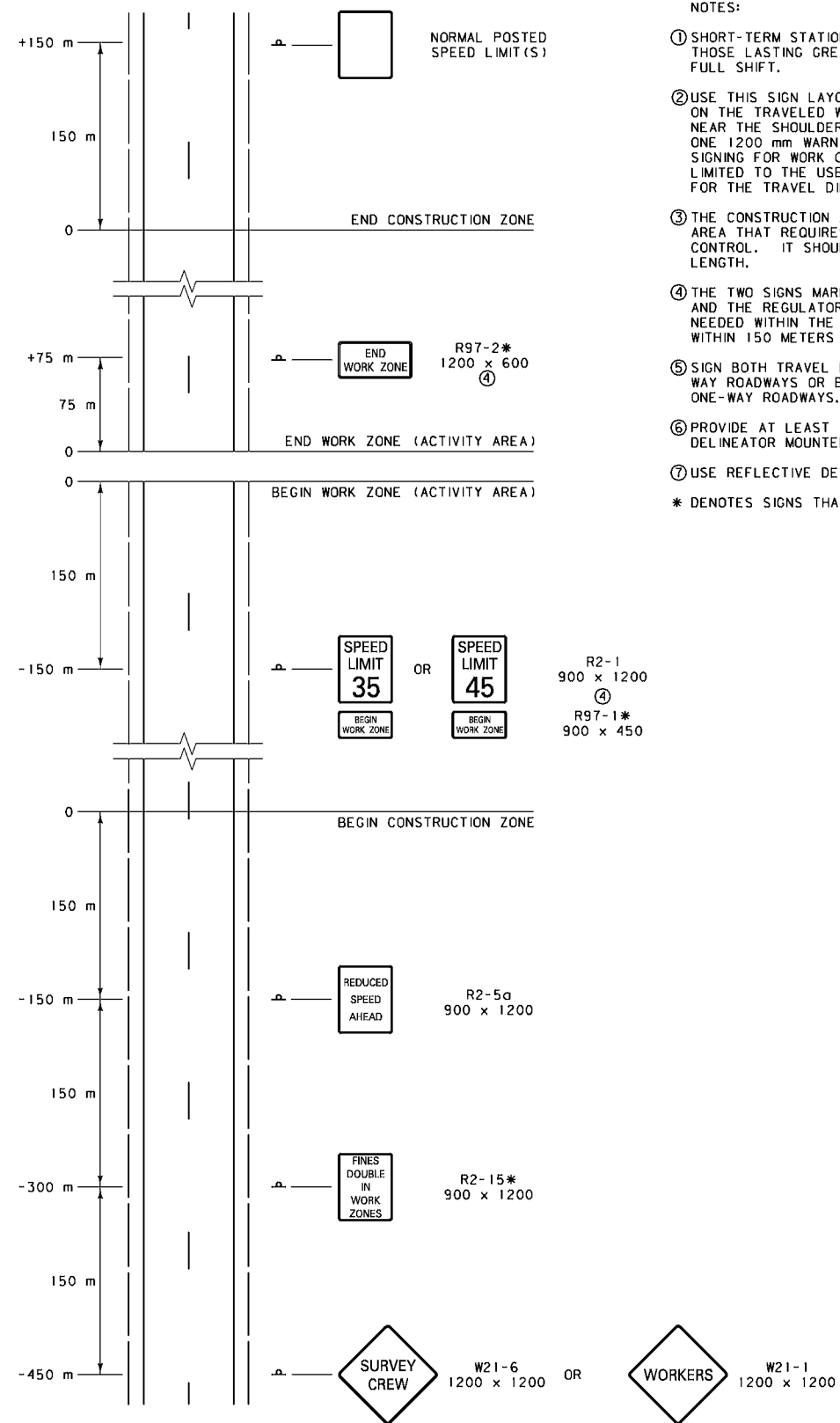


NOTES:

- ① SHORT DURATION ACTIVITIES ARE DEFINED AS THOSE LASTING UP TO ONE HOUR.
- ② USE THIS SIGN LAYOUT WHEN WORK IS TO TAKE PLACE ON THE TRAVELED WAY. SIGNING FOR WORK ON OR NEAR THE SHOULDER MAY BE LIMITED TO THE USE OF ONE 1200 mm WARNING SIGN FOR EACH TRAVEL DIRECTION. SIGNING FOR WORK OUTSIDE THE SHOULDER MAY BE LIMITED TO THE USE OF ONE 1200 mm WARNING SIGN FOR THE TRAVEL DIRECTION ADJACENT TO THE WORK.
- ③ SIGN BOTH TRAVEL DIRECTIONS ON TWO-LANE, TWO-WAY ROADWAYS OR BOTH SHOULDERS ON TWO-LANE, ONE-WAY ROADWAYS.
- ④ PROVIDE AT LEAST THE DISTANCE SHOWN FOR DELINEATOR MOUNTED SIGNS.
- ⑤ SEE DTL, DWG. NO. 618-36 "SHORT-TERM STATIONARY CREW SIGNING" IF THE DOUBLE PENALTY REGULATION IS TO BE UTILIZED.

ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.



DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-34
SHORT DURATION CREW SIGNING	
EFFECTIVE: JANUARY 2004	
	

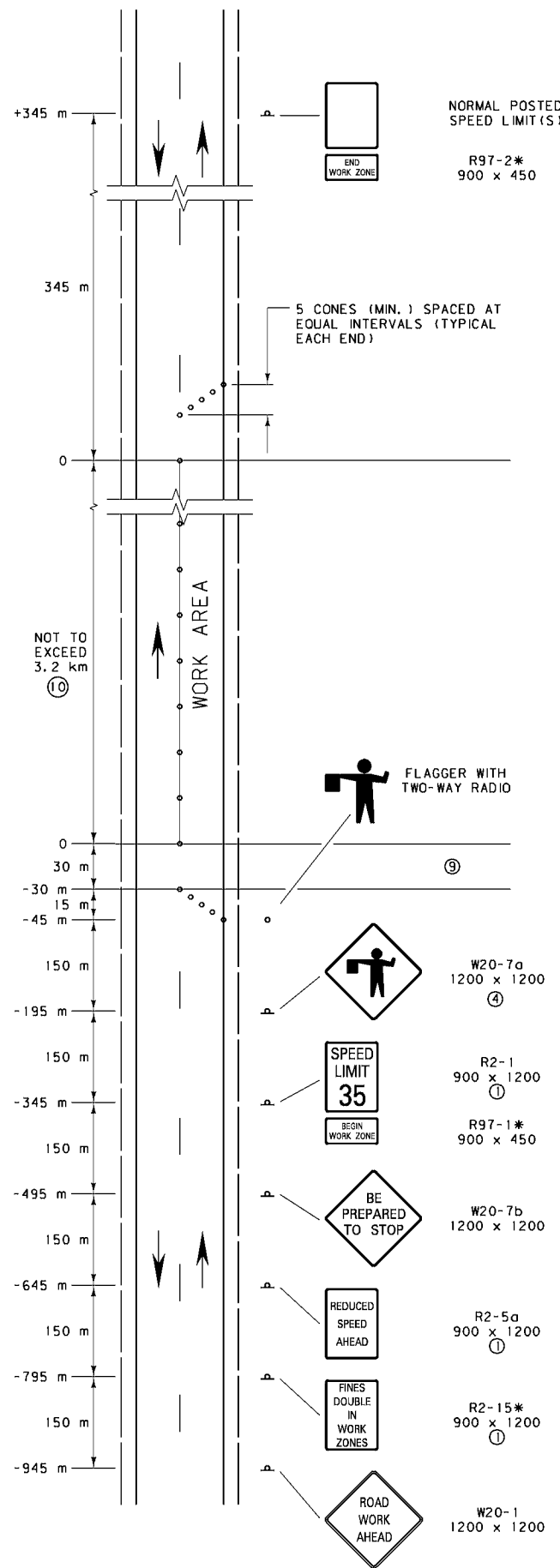


NOTES:

- ① SHORT-TERM STATIONARY ACTIVITIES ARE DEFINED AS THOSE LASTING GREATER THAN ONE HOUR, UP TO A FULL SHIFT.
 - ② USE THIS SIGN LAYOUT WHEN WORK IS TO TAKE PLACE ON THE TRAVELED WAY. SIGNING FOR WORK ON OR NEAR THE SHOULDER MAY BE LIMITED TO THE USE OF ONE 1200 mm WARNING SIGN FOR EACH TRAVEL DIRECTION. SIGNING FOR WORK OUTSIDE THE SHOULDER MAY BE LIMITED TO THE USE OF ONE 1200 mm WARNING SIGN FOR THE TRAVEL DIRECTION ADJACENT TO THE WORK.
 - ③ THE CONSTRUCTION ZONE REFERS TO THE GENERAL AREA THAT REQUIRES TEMPORARY WORK ZONE TRAFFIC CONTROL. IT SHOULD NOT EXCEED 4.8 KILOMETERS IN LENGTH.
 - ④ THE TWO SIGNS MARKING THE WORK ZONE BOUNDARIES AND THE REGULATORY SPEED SIGN MUST MOVE AS NEEDED WITHIN THE CONSTRUCTION ZONE TO REMAIN WITHIN 150 METERS OF THE WORK ACTIVITY.
 - ⑤ SIGN BOTH TRAVEL DIRECTIONS ON TWO-LANE, TWO-WAY ROADWAYS OR BOTH SHOULDERS ON TWO-LANE, ONE-WAY ROADWAYS.
 - ⑥ PROVIDE AT LEAST THE DISTANCE SHOWN FOR DELINEATOR MOUNTED SIGNS.
 - ⑦ USE REFLECTIVE DEVICES.
- * DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

DETAILED DRAWING	
REFERENCE STANDARD SPEC. SECTION 618	DWG. NO. 618-36
SHORT-TERM STATIONARY CREW SIGNING	
EFFECTIVE: JANUARY 2004	
	

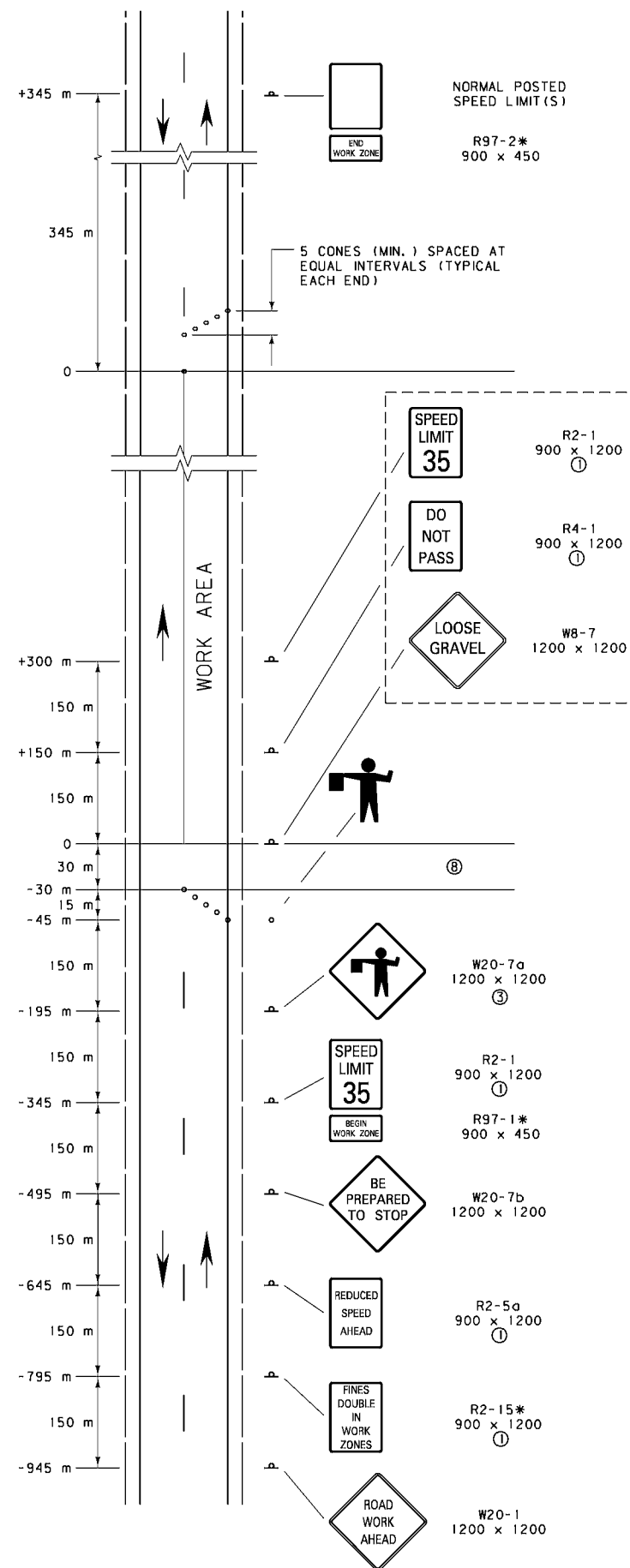


- NOTES:
- ① MINIMUM REGULATORY SIGN SIZE IS 600 mm x 750 mm ON TWO LANE ROADS.
 - ② ON ROADWAYS WITH HIGH TRAFFIC VOLUMES OR VISIBILITY RESTRICTIONS, A 150 m SPACING FOR ALL SIGNS IS RECOMMENDED.
 - ③ SPACE CHANNELIZING DEVICES AT INTERVALS IN METERS 0.6 TIMES THE SPEED LIMIT IN M.P.H. THROUGH THE BUFFER AND WORK AREA.
 - ④ IF A NEED ARISES TO INCREASE VEHICLE STORAGE, ADD AN ADDITIONAL W20-7a "FLAGGER AHEAD" SIGN BETWEEN THE R2-1 AND THE ORIGINAL W20-7a AND/OR CONSIDER AN ADDITIONAL ADVANCE FLAGGER.
 - ⑤ A MIRROR IMAGE OF THIS SIGN SEQUENCE IS REQUIRED FOR THE TRAFFIC FROM THE OPPOSITE DIRECTION.
 - ⑥ FOR MORE INFORMATION OR CLARIFICATION CONTACT THE DISTRICT TRAFFIC ENGINEER. FOR EXAMPLE, IF WORK ZONE IS CLOSE TO A HORIZONTAL CURVE, A VERTICAL CURVE, A BRIDGE, INTERCHANGE, POOR SIGHT DISTANCE, OR OTHER SPECIAL CONDITION.
 - ⑦ COVER ANY CONFLICTING SIGNS IN THE WORK ZONE.
 - ⑧ SHORT-TERM WORK ZONE SIGNING IS NOT REQUIRED TO BE POST MOUNTED.
 - ⑨ THE BUFFER SPACE CAN BE LATERAL AND LOGITUDINAL AND MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.
 - ⑩ TYPICALLY 3.2 KILOMETERS IS THE MAX. WORK AREA. HOWEVER, WHEN SIGHT DISTANCE, BUFFER ZONES OR ACCOMPLISHMENT RATES FOR EQUIPMENT ARE CONSIDERED, SOME MINOR ADJUSTMENTS TO THIS MAX. MAY BE CONSIDERED.

* DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-M1
SECTION 618	
MAINTENANCE GUIDELINE FOR SHORT-TERM TWO-LANE CRACK SEALING WORK ZONE	
EFFECTIVE: JANUARY 2004	
MONTANA DEPARTMENT OF TRANSPORTATION	
MONTANA CADD	



NOTE:
TO BE POSTED AT THE START OF THE WORK AND REPEATED AT 3.2 km INTERVALS UNTIL THE SURFACE IS SWEEPED AND STRIPED.

- NOTES:
- ① MINIMUM REGULATORY SIGN SIZE IS 600 mm x 750 mm ON TWO LANE ROADS.
 - ② ON ROADWAYS WITH HIGH TRAFFIC VOLUMES OR VISIBILITY RESTRICTIONS, A 150 m SPACING FOR ALL SIGNS IS RECOMMENDED.
 - ③ IF A NEED ARISES TO INCREASE VEHICLE STORAGE, ADD AN ADDITIONAL W20-7a "FLAGGER AHEAD" SIGN BETWEEN THE R2-1 AND THE ORIGINAL W20-7a AND/OR CONSIDER AN ADDITIONAL ADVANCE FLAGGER.
 - ④ A MIRROR IMAGE OF THIS SIGN SEQUENCE IS REQUIRED FOR THE TRAFFIC FROM THE OPPOSITE DIRECTION.
 - ⑤ FOR MORE INFORMATION OR CLARIFICATION CONTACT THE DISTRICT TRAFFIC ENGINEER. FOR EXAMPLE, IF WORK ZONE IS CLOSE TO A HORIZONTAL CURVE, A VERTICAL CURVE, A BRIDGE, INTERCHANGE, POOR SIGHT DISTANCE OR OTHER SPECIAL CONDITION.
 - ⑥ COVER ANY CONFLICTING SIGNS IN THE WORK ZONE.
 - ⑦ SHORT-TERM WORK ZONE SIGNING IS NOT REQUIRED TO BE POST MOUNTED.
 - ⑧ THE BUFFER SPACE CAN BE LATERAL AND LONGITUDINAL AND MAY BE INCREASED FOR DOWNGRADES AND OTHER CONDITIONS THAT AFFECT STOPPING DISTANCE.

* DENOTES SIGNS THAT ARE UNIQUE TO MONTANA.

ALL DIMENSIONS ARE MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

DETAILED DRAWING	
REFERENCE	DWG. NO.
STANDARD SPEC.	618-M2
SECTION 618	
MAINT. GUIDELINE FOR SHORT-TERM TWO-LANE CHIP SEAL & OVERLAY (PILOTTED TRAFFIC)	
EFFECTIVE: JANUARY 2004	
MONTANA DEPARTMENT OF TRANSPORTATION	
MONTANA CADD	

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